

START

THE

BICYCLING WORLD

ROLL CONTENTS

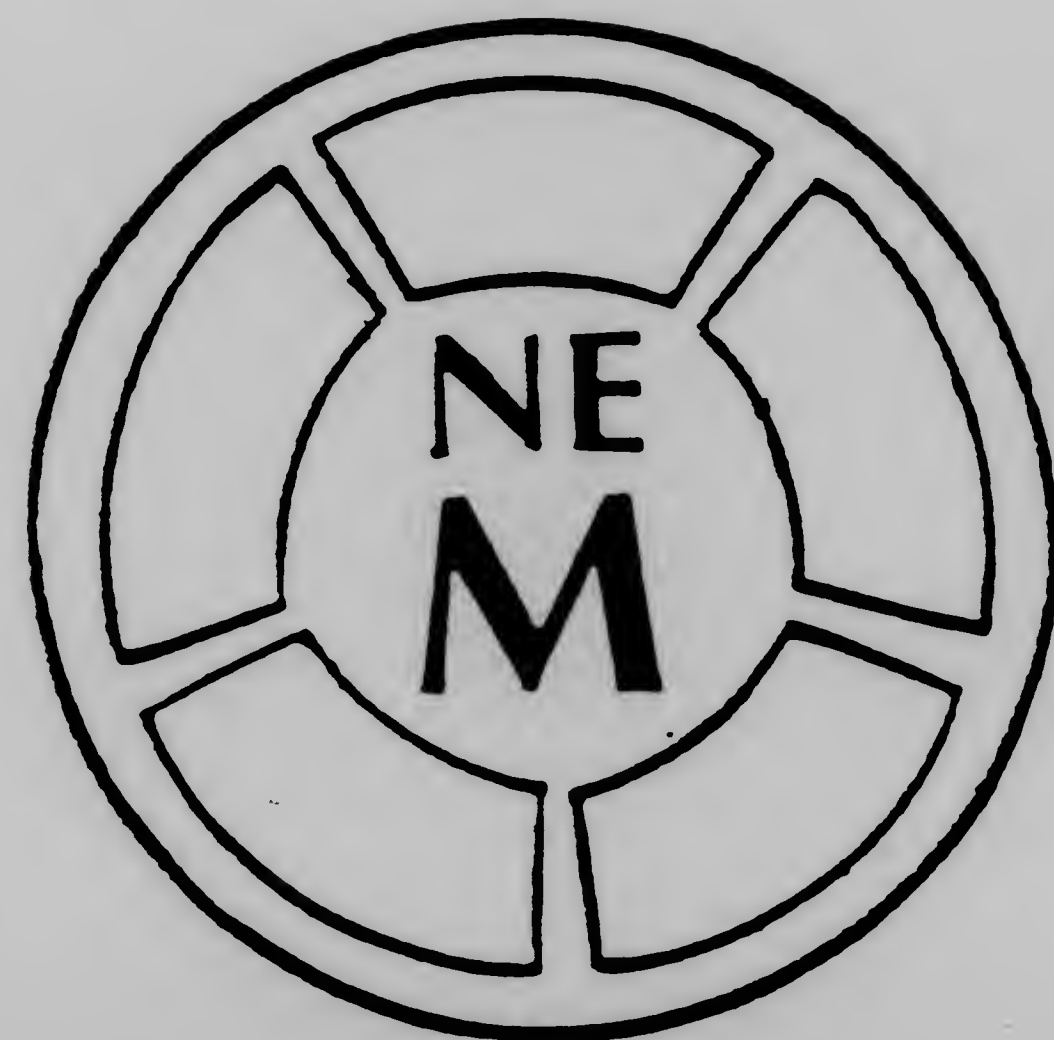
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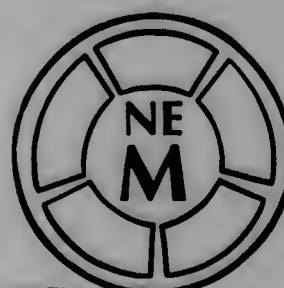
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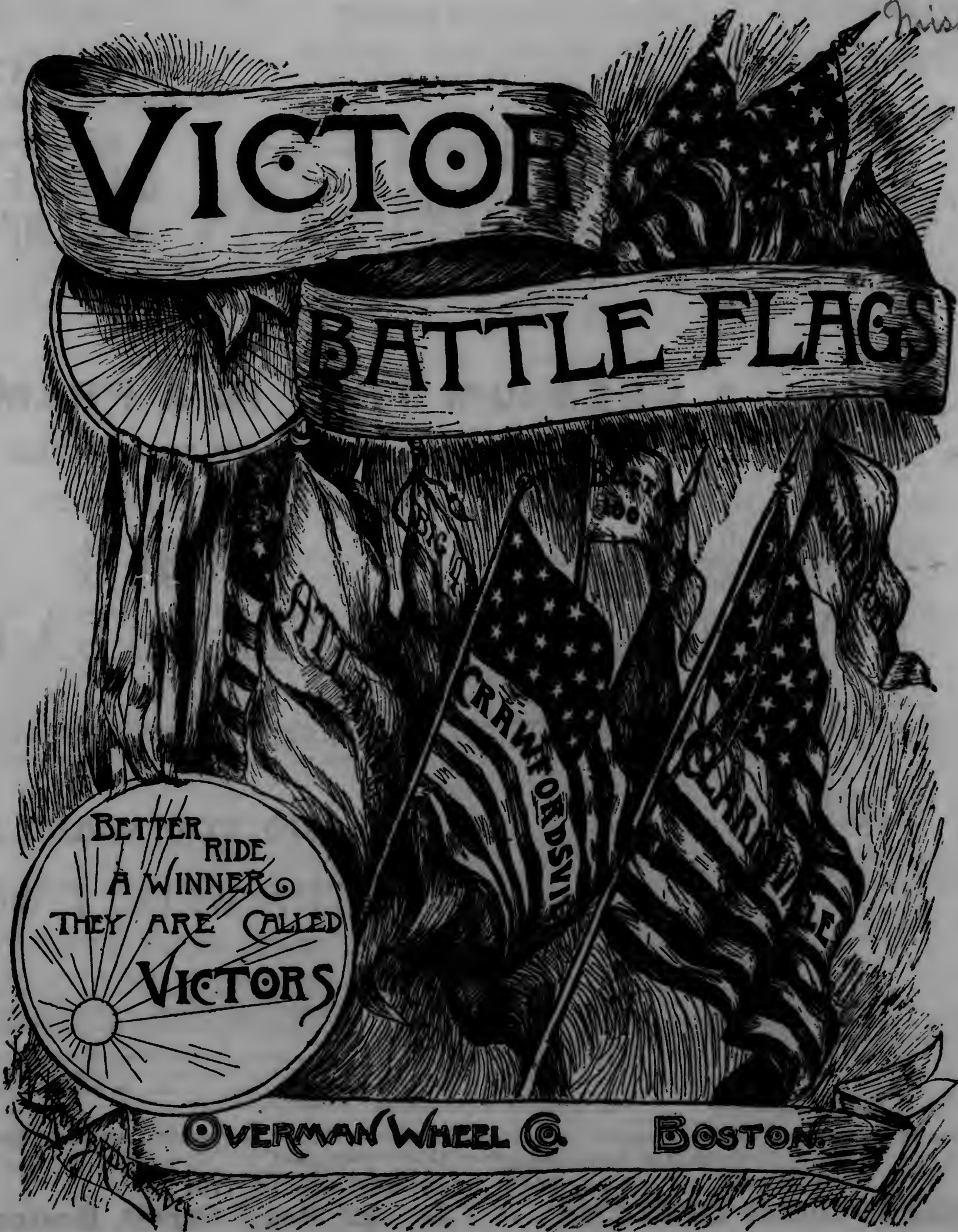
DEVOTED TO THE INTERESTS OF CYCLING

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Volume XVI.
Number 1.



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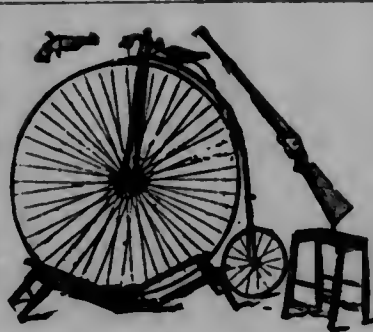
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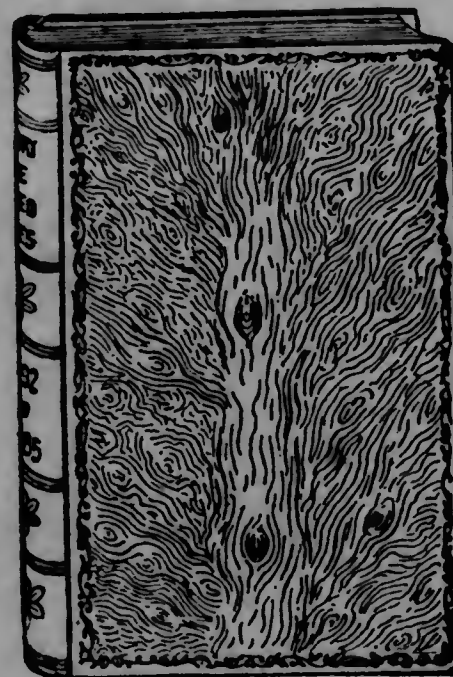
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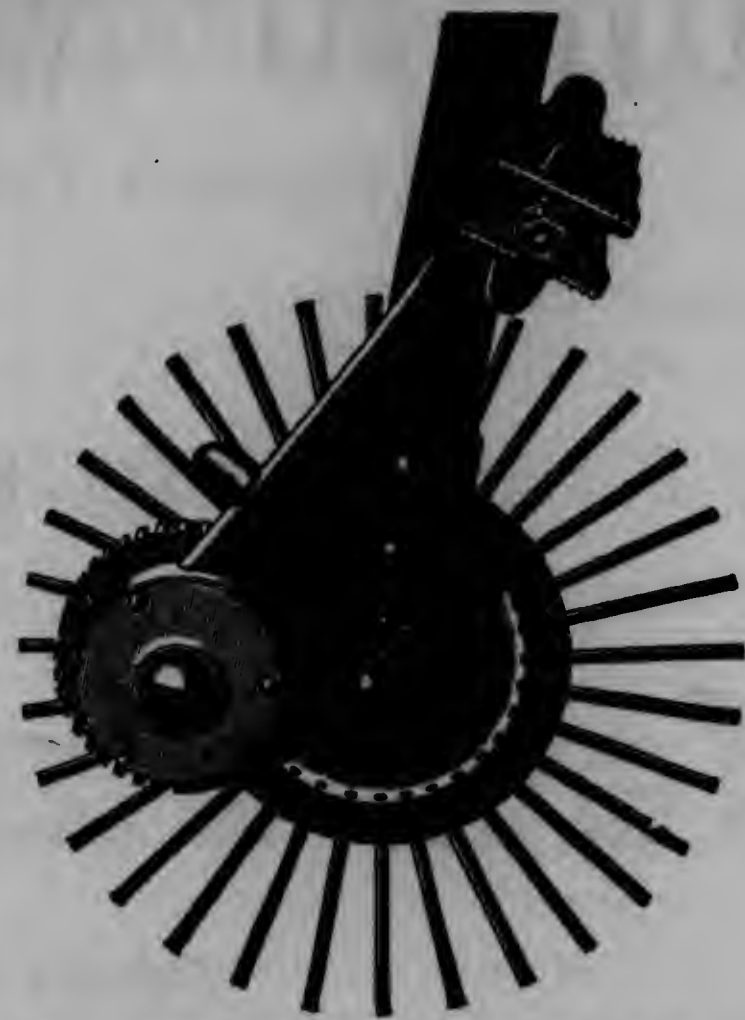
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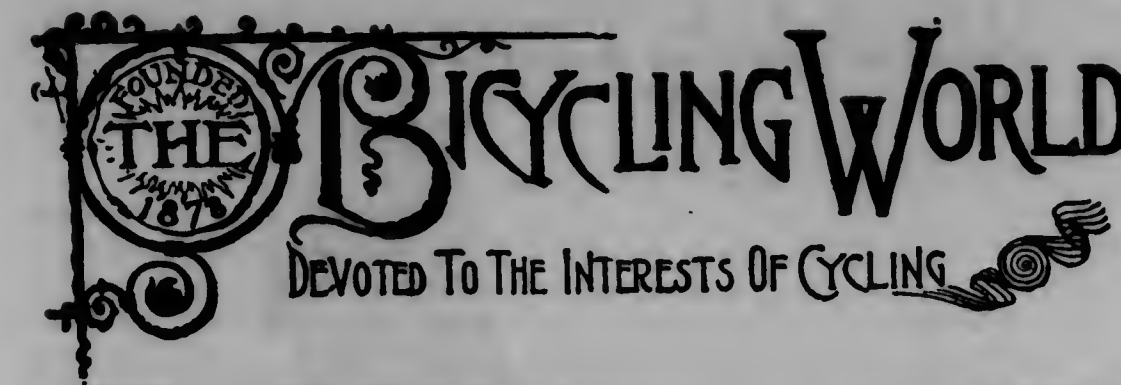
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 4 NOVEMBER, 1887.

OUR thanks are extended to all who so kindly acted as officials on the occasion of the 24-hour road race. It was an arduous duty to keep on watch all night, and a cold night at that. Certainly it was an act of the most decided friendliness, thus to put themselves to great personal inconvenience, and we can assure the gentlemen we appreciate it.

A MOST remarkable case of narrow-mindedness, is that shown by parties in New York City, who will not sell land to any one intending to build a house for bicycle club purposes. Three times have the New York Club been refused, by parties who had land to sell, for no other cause than that it was intended to use the lot to build a bicycle club house. We might expect this unreasoning opposition from some little towns, but when it comes from men living in the great metropolis, where all are supposed to hold liberal and advanced ideas, it is amazing, indeed.

THE following taken from the *Cyclist*: "A private match—'aye, for love'—is likely to shortly come off between two well-known frequenters of the Ripley Road. One of the contestants being a professional, nothing hangs to the match, so that a sheer love of contest alone has prompted it, and if the two antagonists are neck and neck at the top of the last hill, one of the best bits of sprinting ever likely to be seen will be on view." Herein, we of America, can feel our superiority, and inflate our chest with the air of freedom and liberty; that is, providing you breathe outside the gate of a race track. It is a strange, but lamentable, natural condition of things, that produces air of the most virulent and deadly nature, if you happen to breathe and pump your prettiest in a race with a professional, for a prize, on a race track. Under such conditions it blackens your character, is cause for a bill of divorce, in favor of your wife, and is the means of branding you as an outcast and a loathsome thing, to be avoided by decent people, including all the members of the L. A. W. But the scene changes. Outside the gate of the racing path, you pump, breathe, scorch, and race for prizes on the "King's highway." Under these circumstances, all nature joins in calling you a bully boy, the birds of the air swell the chorus of adulation and admiration, and if you are tough enough to "get there" ahead of the professional, your dear wife gives you an extra hug and votes you the grandest man in all Christendom, while your fellow towns-

men call on you, and tender the office of Mayor of the city, or Governor of the State, because of your prowess on the wheel, in competition with professionals, outside the dreadful gate!! When Puck flapped his fairy wings and clapped his chubby hands, he must have had in mind a prophetic inkling of the chaotic and ridiculous condition of things, as indicated above, when he said, "What fools these mortals be."

LANTERNS AND CYCLES IN ELIZABETH.

THE lantern parade of the Elizabeth Wheelmen, Saturday, 29 October, was a very successful and pleasing affair. The front of the club house was almost covered with lanterns of all sizes, styles and colors, and a large number of stores and private residences along the line of march were also handsomely decorated, in honor of the occasion. The visitors began to arrive about eight o'clock, and by half-past eight East Broad street, from the railroad to Linden street, was one blaze of light. Each cycle was provided, by the club, with two lanterns, but dozens of other lights were used as well. At 8.45

CAPTAIN BERRY GAVE THE ORDER TO MARCH.

and the line moved forward in the following order: Captain Berry, E. W.; Color Bearer Caldwell, and Bugler Lukens, E. W.; First Lieutenant Bonnett; First Division Elizabeth Wheelmen; Tricycle Division E. W.; Atlanta Wheelmen, Newark, Captain A. W. Show, 18 men; Essex Bi. Club, Newark, 6 men; Hudson County Wheelmen, J. C., Captain Baggot, 13 men; Ilderan Cycling Club Bayonne, Captain Tunison, 20 men and 1 lady; New Jersey Wheelmen, Captain Theberath, Secretary Dennison; Plainfield Bi. Club, Captain F. L. C. Martin, 22 men; Roselle Ramblers, 8 men; Union County Wheelmen, Westfield, Captain T. H. Burnett, 13 men; unattached riders; Second Lieutenant Hazard, E. W.; Second Division Elizabeth Wheelmen; Sergeant A. S. Brown, E. W. With the Ilderans rode Captain Dennison.

OF THE SAVANNAH BICYCLE CLUB.

who is on a visit to the North. The Roselle Ramblers carried a transparency with the club name.

The column rode at a slow pace through the principal streets to the Union depot, where the tricycle division fell out, and the bicyclers took a short run to and on the boulevard, and back to the club house. The total number in line, was about one hundred and fifty, including four tandems.

EIGHT LADIES ON SINGLE TRIKES.

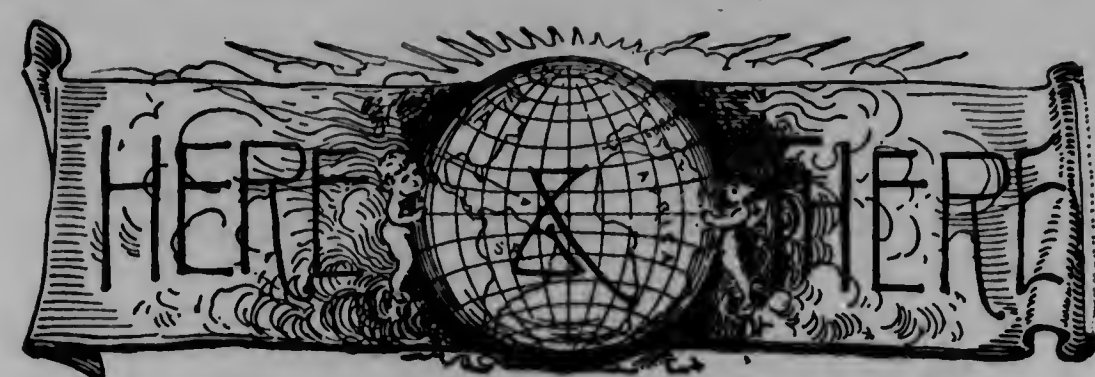
and a number of gentlemen on "three-wheelers." Arriving at the club house, refreshments in abundance were provided, and all hands expressed themselves well satisfied with the manner in which the affair was conducted, as well as the treatment accorded them by the Elizabeth Wheelmen boys. The ladies were highly complimented for making the run, which was tiresome on account of the slow pace and rough streets. Very few mishaps occurred on the line of march. One of the Ilderans took such a graceful header that it was mistaken for a new evolution, and one or two others made a wreck of lanterns, but no one was hurt along the whole line. The number of ladies in line was the largest that ever paraded in this State, and they added an agreeable feature to the procession. It was hard on to twelve o'clock when the last lantern went out and the tired wheelmen went home, and

THE CYCLERS' DISPLAY WAS OVER.

Citizens along the line were very generous in displaying lanterns, colored fires, etc., and the large crowds on Broad street attested their approval with applause. Among the decorators were E. J. Runyon, F. C. Gilbert, S. B. Bowman, E. C. Hazard, J. C. Clirehugh, T. Bergen, and Dr. Oliver.

J. E. SAVELL, the popular captain of the Warren Wheel Club, who was married a few days ago, has been presented with a handsome time indicator by a few of his Roxbury friends as a gentle reminder of passing hours, hoping that its bright face may ever recall pleasant associations and kind memories of those who wish him abundant happiness in the new life before him.

THE photographs spoken of below by the Senator, have come to hand. They are excellent pictures, and very astonishing withal. We only wish the Senator had taken the trouble to mark the celebrities. "I send you, by this mail, a paper of Maltby's great ride over the pier wall, twenty-five feet above the sea; also, two photos: One of start of 'Wood vs. Temple' race for the final match, two miles, which Temple won. The other is a group of English cyclists, with Temple and self standing in centre."



MINNEAPOLIS LETTER.

"JAY-PHOEBE."

IN the BICYCLING WORLD, issue of October 21st., I notice a paragraph quoted from a Minneapolis paper, in regard to a race track which will be sprung upon the good people of Minneapolis next year. The following portion of the quoted paragraph, "The track will be conducted by amateurs, and square races will be the feature," was commented on by the editor of the BICYCLING WORLD, who drew the inference that the writer intended to convey the idea that honesty and professionalism do not go hand in hand. Now that is just the way it looks, but the paragraph was not written with the intention of slurring at the professionals as a class. I must confess it conveyed a direct and unmistakable meaning to the reader, which I am sure was not intended by the writer.

PEOPLE are getting tired of this amateur and professional "color line." I know I am. I have known so many mean amateurs, measly, contemptible amateurs, and have also known many fine fellows in the professional lists, that I am heartily wishing that the League were open to all American wheelmen, who are of good character. No other athletic organization attempts to be so exclusive, or so signally fails.

NEXT season there may be a Lake Harriet 100-mile road race, and it will be a big one. We want to beat Clarksville time, if such a thing is possible, over such a sandy course as the Harriet boulevard. The laps are scant three miles each. Mr. Overman, when here last month, was charmed with the location, and said it was the finest place for a big road race he ever saw. [This is too short a course for a 100-mile race.—ED.]

"WILKESBARRE gave Roland Reed a rousing reception, at Music Hall. The bicycle club occupied the two front rows, and threw flowers on the stage whenever Mr. Reed appeared. He played 'Check' the first night, and 'A Woman Hater' the second, and the applause was, if possible, more hearty. We are glad to chronicle Mr. Reed's success; but our correspondent does not explain his exceptional reception. Is he a native of Wilkesbarre, or a member of the bicycle club?" This from the dramatic notes in the *Spirit of the Times*. Perhaps the enthusiastic "bald-headed row" of Wilkesbarre pedal-pushing fame can arise and explain.

I AM always glad to read "Ratchet's" letters; they are always newsy. There's a little dark-skinned cuss in New Orleans, La., who is young, a good rider, and a facile and versatile writer. His initials are R. G. B. I wish he would take a tumble to himself, and send the B. WORLD a letter once in a while. I can assure him it would be appreciated. [Will "R. G. B." take the hint?—ED.] I am strongly in favor of the Owl's suggestion in regard to the "veterans" forming a society, but am inclined to think well of the suggestion of the "Raven" that eight years constitute the length of experience in things bicyclic necessary for the enjoyment of membership.

I AM sorry to see the resolutions adopted at the L. A. W. Board of Officers' meeting at the Grand Union Hotel, a few days ago. I may be wrong, but I am decidedly in favor of road racing, and think the League will overstep its authority if it attempts to put a stop to it. I think if there is no harm done, and the people like it, and (as in Minneapolis) the road and park officials do all in their power to make the race a success, that the action of the League, were it to attempt to forbid such practices, would be very juvenile and unwarrantable indeed. I think the League had better devote itself to touring and highway construction, and let road racing severely alone.

TAKE the "much-slendered Morgan" (the phrase is not a new one, and is certainly merited, which is more than any fair-minded gentleman can claim for the abuse), there are few finer fellows in the country, but just because he happens to be a professional, bah! several journalistic fistulas throughout the States, spend their "best bad language" in his behalf, if such a "bull" is admissible. Senator and his "American team" will always be welcome to Minneapolis as long as they maintain their reputation for being fast and honest

riders. But beware, O! hippodromer, beware, for the moment thy foot is within even so much as the gates of the city, the "press" shall be pitted against thee, and it shall cry out with an exceeding great cry, and shall tell men what you are. Minneapolisians love square races, and are going to have them.

MINNEAPOLIS has been bled somewhat by certain professionals, who brought disgrace upon themselves, and disfavor upon a fine, healthy sport. Louise Armaindo has settled down within the bonds of holy matrimony with (rumor says) a wealthy real estate man in Eau Claire, Wis., and it is hoped for the sake of the sport she may never again mount a wheel. I think the sooner the female bicycle rider is hooted off the race track, the better for our sport. We should not encourage anything so questionable. Many of us have sisters, and wives and mothers, who would instinctively blush to be seen at a race meeting where ex-trapeze performers, and variety queens rode against time and morality, in an unbecoming and unwomanly position. The sight of abbreviated ballet skirts and tinsel at a race meeting is one which should meet with nothing but hisses, and even the abbreviations are often omitted. The "whoop-it-up-Eliza-Jane" spirit of old Black Hills dance houses is being gradually supplanted by one of appreciation for square and sportsmanlike races between men of good character.

I do not like to brag about the Western States, as my cycling friends are mainly in the East, but there are some rattling old riders in Minnesota. I think I can pick out some of next year's winners, should they take care of themselves, and train. Colie Bell, a young boy of about 18, is likely to show championship form next year, as will J. R. Stockdale, if he will only be careful of his health. Both are fast, and have lots of sand. Bell's strong point is his final spurt, which few men, even although able to lead him for miles on a long race, can answer, if Bell holds a good position at the finish. E. A. Savage, I think, has seen his best days, and may retire with honors. E. J. Hale is a good man, and would do better if he did not over-do the thing and ride too much. The same may be said of Purvis-Bruce, who has generally trained off every vestige of fat before a race, and is generally in indifferent condition. But say, they're going to put a heavy weight on the market next year. Geo. Bartlett, the "boy wonder," as he is known to his bosom friends (I won't say who they are), is a coming tricyclist. He has power enough and some sand, but his wind is no good. The only way to get any pace out of him is to get him scared, and then he can go; whew! that fellow can go when he's afraid of being beaten. He has made the mile on a tricycle, over sandy roads, in 3.34. George is a rider that reminds one of Thos. Worth's "Theophilus Wobble," but he gets there just the same.

NEW YORK.

"THE RAVEN."

THE daily press here for the past week has been filled with accounts of the performances of a Prof. King on a marine bicycle. An examination of this so-called new invention on my part, brought about the renewal of an old acquaintance. This bicycle is but one of the same old pattern that Hazlett made famous by his interesting accounts, several years ago, through his articles in the *Wheelman*, but since this Prof. King has managed to push it across Niagara river, near the rapids, it has suddenly blossomed out as an extreme novelty in marine architecture.

SUCH wheelmen of this city as are voters, will make their presence felt at the polls on election day, in favor of the introducer of the Liberty Bell, Mr. Cantor, who has received the nomination for State Senator from the district in which all the wheel clubs are located. The wheelmen's vote will be a compliment on their part that Mr. Cantor certainly merits.

THE feeling here is, that everything considered, "Senator" Morgan and his crew have brought no discredit upon the country they claim to represent in England. His own and his crew's racing has been fair and above board, and a little above the average worth, while the "Senator's" oratory and performances with the pen, are by this time well enough known on both sides of the water, to pass as pre-eminent in professional racing circles.

THE New York Club, through its absorption of the Ixion Club, among other things, fell heir to their annual fifteen-mile road race, which, by the by, was the first regular road race established. Under the New York Club, this race will be continued, and for the sixth time, will be run over the club course, from Yonkers to New York, on election day. The contest will be extremely lively, and as the course is equally composed of the best and the worst possible specimens of road, both the racing and the road riding contingents of the club will have an equal show.

IT is strange how deep and unreasoning the prejudice against cycling and its adherents is, and how far reaching it extends in un-

expected directions. The New York Club is the latest sufferer from this. Having perfected all arrangements for the purchase of property for the building of their new club house, they were somewhat surprised at the last moment to have the owner decline to complete the sale to them, as he had just learned of the purpose they wanted the property for, and both he and his neighbors were against bicycles, bicyclers, and bicycle club houses. This is the third example of this prejudice they have encountered in their search for a suitable location. In each of the three, the owner was willing to sell for a club house, but when he learned it was a wheelmen's club, then the case was altered, and the sale refused. What idiocy!

THE "respects" Mr. John A. Wells, in your last issue, pays the Board of Officers and myself, is about such as one would naturally expect from the source from which they came. Mr. Wells' alleged association with transactions showing no intimate acquaintanceship with either truth or honor, has naturally caused him to fall into the error of the inspired writer, and declare "all men are liars." Both the subject and the person, though, are a stretch to the nostrils of all honest members of the L. A. W., and it is neither my intention nor desire to drag either from their dishonored grave, though I do desire to protest against being declared eligible to the high position of a friend of Mr. Wells', by being first branded as a liar, though the gentleman's well-known ability in this line makes any denial on my part, perhaps, unnecessary. [This must end—Ed.]

THIS city in athletics, like many other affairs, takes the lead, and sets the example for the balance of America, and it is therefore, perhaps, the fairest standpoint from which to study the question of amateurism. In general athletics, the amateur law is openly violated, and to such an extent has this grown that there is probably not one amateur in ten so-called, who is entitled to the term. Men whose ability has lifted them, athletically speaking, above the ordinary run of their competitors, are openly bought and sold, by the various rich amateur athletic clubs, at the head of which stand the rival organizations of the Mannhatts and the New Yorks. So strong has the competition grown, that the supply in this country has become exhausted, and now, no sooner does a man abroad show any prominence in athletics, than he is flooded by cable and mail, with flattering offers to come to America and join the ranks of one of these amateur athletic aristocracies. Comparing the continuous recriminations and disgusting disputes caused by this course of action, and putting the class of amateurs in the L. A. W. in comparison, no one can possibly argue that any abandonment of our present strict amateur law will bring aught but evil and degeneracy to the cause of wheeling.

PITTSBURG and VICINITY.

"DUQUESNE."

WE would like to see Grove do a little work on a racer; he is built that way, and there certainly is considerable outcome in him; moreover, if he would get his blood up, you could depend on a race meet each year. Its doubtful whether Seidell will do the hustling next year that he did this, as we heard him do some tall growling the week of the meet, at the amount of work it took. If he quits, we would like to see Grove step in. There is a great deal of work connected with a meet, and it is not every man that is competent.

ON the quiet (don't speak above a whisper), Kaercher is after the booby prize in the Keystone's road record contest.

AMONG those who have been accused of the authorship of these notes, are Fleming, Stiefel, Murray, Bidwell, Bean, Coffin, Minnemeyer, and others. Well, guess away boys, and success (?) to you all!

WE heard a prominent wheelman say: "Calfskin cases for League tickets are desirable, but the League should not peddle them; let a manufacturer have the contract. It will be cheaper and more satisfactory." So say we all.

WE would like to hear a plain statement of "Crank vs. Star," by H. Fleming, Jr. He has chased each a season, and if all we hear is true, he prefers last year's mount. Also Coffin, he has tried the safety, and quit. Wherefore, Mr. Coffin?

THERE are just eleven men around here who claim to be champion coasters; now let some of the untirred get up a coasting contest on Ice House Hill, or Hiland avenue, and settle it. The talk you hear about coasting makes one tired. Enough said.

CRITCHLOW, of Beaver Falls, is reported to have said that he could ride from Girard, Pa., to Buffalo, N. Y., and return, in a day. We would recommend an application of cold water and towels to his head, with a view to reducing the swelling. He is a very strong

rider, but we haven't a man in Western Pennsylvania who can ride that 216 miles in a day. We would like to see the gentleman try it.

LENZ has the largest mileage in Western Pennsylvania that is well authenticated. We hear of a man who occasionally takes a spin who leads him, but where did this gentleman do his riding? Annual mileages are curious things, and pass most men's understanding.

If the next L. A. W. meet is held within three or four hundred miles of Pittsburg the Western Philadelphia contingent will show up well numerically. We all would like to attend once, anyway, and see what they do, and how they do it. What's the matter with Baltimore?

THEY say that Fairfield is now after first prize in the consolation race. The winner was disqualified by winning a club championship, and now it is claimed that the second man also won a prize. This gives the race to Fairfield, and he should have the prize if the above statement is correct.

A PHILADELPHIA paper says that Wilhelm and Schwartz will come together at Reading on Nov. 4. This will show whether Wilhelm really is the best man in the State for five miles. Wilhelm failed to lower Schwartz's Lancaster pike record, but they say the wind was blowing a gale.

ASA DOLPH, ex-champion bicycle rider, and Miss Flora Smith, of Loudenville, were married in Wooster, Ohio, last night (Oct. 27). The circumstances surrounding the wedding are somewhat odd. The couple notified Wooster parties of their coming, but the telegram was not received. They arrived late last night, and went to the house of some friends, but found them in bed; determined to get married, however, they proceeded to the house of a German preacher, in the southern part of the city, with an old woman as guide. The preacher was aroused after much trouble, but refused to marry them, thinking something wrong. For an hour he held out, but finally agreed, and the last word was spoken as the clock struck twelve. The couple started on a trip this morning.—*Cleveland News and Herald*.

NEW JERSEY NOTES.

"RATCHET."

A PARTY, comprising Howard Smith (glasses and all), C. W. Higgins (the "genial Walt"), C. L. S. Walker (63 years of age, but still good for all day), Fred Coningsby (of Coningsby-Morton fame), "Shorty" (the one who is willing to scorch anybody—Star riders preferred), and an "unknown," left Oraton Hall at 10.30 on Sunday, 23 October, for a country ride. "De gang whooped 'er up by" way of Montclair, Caldwell, Franklin, Hanover, and Columbia to Morristown. Three of the party, however, hung back before reaching the town, to raid an apple orchard, while the rest scorched ahead, to order their dinners. The way they went at the edibles, caused "mine host" to groan, but to no effect, as "they never left the table till the plates were cleaned." After leaving Morristown, they were too "heavily laden" to do much scorching, but managed to get along after a fashion. On the return, they took in Madison, Chatham, Summit, Spring Lake, Valley Road, Centre and Harrison streets, and Central avenue, arriving home dusty, tired, and (I must tell it) hungry again. The Morristown hotel keeper said he "never saw such eaters." About fifty miles was covered on the trip, and raiding apple orchards, and taking occasional "involuntary dismounts," served to make the ride a pleasant one.

THE Ilderans of New York are to ride out to the road race in a body—not in the body of a stage, as was reported.

A BICYCLE track is to be one of the features of the new athletic grounds of the Pastime Athletic Club, of Hackensack.

MEMBERS of the Essex Bicycle Club take runs nearly every Saturday afternoon, and are occasionally accompanied by members of other clubs.

THE bicycle school in Oraton Hall will be re-opened in a short time. Smith intends to have some fancy riding at short intervals during the season.

CHARLES DICKENS has been engaged by the Atlanta Wheelmen to give several readings from his father's works, in Association Hall, 14 November.

SATURDAY, 22 October, Messrs. E. E. Sergeant, Righter, Harris, and Dennison, took a fifteen-mile spin through the Oranges. The ride consumed about an hour.

MESSRS. KERR and Dennison have arranged for a ride to Plainfield on election day, and the party will probably be increased to a dozen or more before the start.

SEVEN cranks, four Stars, one tandem trike, two cripplers, and a Kangaroo passed the corner of Market and Broad streets inside of an hour on Saturday afternoon.

THE Hudson County team will be Stenken, Kluge, Baggott, and E. M. Smith. Nothing the matter with this for a winning team, provided Kluge is not barred out. He will, under any circumstances, ride, and will make a go for records, if not for points.

"(—), you know" as well as I do, that we have had good weather for the past week, barring one day, so we'll "drop it." Last Sunday was a "riding day," in every sense of the term, and was taken advantage of by any number of boys who love fresh air.

WHERE, oh! where, is the *American Wheelman*? Did Rogers carry it east and drop it in Boston harbor, saying *sic transit gloria mundi* (cycling)? (The chappie from whom I get my Latin is visiting his best girl to-night, talking "spoons," so I had to do the best I could.)

In your last you state that "Stenken does not feel over joyful at the fact of Kluge's re-entrance to the amateur ranks. * * * * There are no two men on the list who are more friendly toward one another than the "two Charlies," so I fail to see the point. Will you please enlighten?

SOME of the flyers practicing for the road race say that the course, in some places, is not just as it should be for fast work. At the foot of the long hill near Milburn, the road has had a top dressing of sand, which is soft to the depth of three or four inches. It will be thoroughly rolled, but it will not be as firm as it should be.

THE *Wheel* suggested some time ago that ropes be stretched on either side of the road, near the finish, on the Irvington-Milburn course, to keep back all those who had no right in the road. I hope this suggestion will be acted upon, as it would save much annoyance to the officials, as well as riders. Whether the rope is used or not, one fact must not be forgotten by those interested in the race, and that is, that, although the supervisors grant permission for the race to be held on the road, it is none the less a public thoroughfare, and *no person* has any right to force a vehicle off the roadway. Drivers of vehicles will willingly clear the road if asked to do so, but if some of the unthinking enthusiasts attempt to lead horses off to one side, without consulting the driver, trouble is likely to ensue, and the driver will have the law on his side.

ACADEMY street is known as a first-rate place for a coast, the road, which is unpaved, being hard and smooth in good weather. As it crosses High and Plane streets, however, both of which are constantly traversed by vehicles, it is seldom, indeed, that any wheelman is fool-hardy enough to risk his neck there. Last Tuesday, a wheelman came bowling down regardless of consequences, and reached the corner just as a pair of spirited horses, drawing a coupe, started to turn in from High street. The colored driver of the team, with a glance, took in the situation, and quick as a flash, he swung his team upon the sidewalk to the left, the cyclist, thanks to the driver's presence of mind, being thus enabled to clear the carriage safely, though by less than a foot. One of the horses cut its leg against the curb, but the driver simply said, "it's better to kill a horse, boss, than a man; but this is a bad place for *tobogganing*."

WASHINGTON NOTES.

"RAMBLER."

Bostonese, he still has a tender spot for his Washington friends.

HOWELL STEWART, another of the racers of that day, still gives much of his attention to wheeling. But now it goes on *four* wheels, and holds his brag prize—a young Stewart.

WM. MUELHEISEN, JR., who met with a bad accident at the recent races in Baltimore, fracturing his lower jaw, is doing well, and his friends of the Cycle Club are much rejoiced thereat. This was his first race, and is likely to be his last one.

THE Sunday run of the Cycle Club, with a contingent from the Baltimore Clubs, was a delightful one, and was thoroughly enjoyed. The Washington boys had several obligations of hospitality to repay, and they tried hard, and with success, to pay the debt.

JOHN M. KILLITTS, chief of the Publication Division, Signal Office, has resigned. He goes to his old home in Ohio, to engage in the practice of law. Mr. Killitts, in addition to his regular duties, acted as private secretary to Gen. Hazen, the Chief Signal Office, for some time before his death. He was an active wheelman, having held the office of President of the Capital Club for two terms.

CAPT. SMITH, of the Cycle Club, met with an unfortunate accident at his repair shop, a few days ago. A piece of iron flew from the blacksmith's anvil, and entered the fleshy part of the leg, above the knee. The doctors probed for it unsuccessfully. Charlie says the pain is bad, but the disappointment he suffered by being unable to take in the entertainment of the Baltimore boys, is worse.

ON the road to Cabin John's Bridge, on Sunday last, B. W. Hanna was met with. Riders of three years ago will recall him as one of the local cracks of that day, and the winner of the Willard Hotel cup, at the races, during the League meet here. He was considered a good man in those days, but we are a "fast" people, and he has given up the track. He is the private secretary of the Secretary of the Navy, and enjoys the confidence of his chief to a marked degree.

RECORD OF THE WEEK.

A TIP to the Los Angeles wheelmen. There has lately arrived in your midst, a certain gentleman by the name of Howard P. Merrill. He is connected with the *Times-Mirror* of that city. Hunt him up, drag him out, and make him do his prettiest for you. He has ideas, and knows how to practically apply them. He was educated in a splendid school, (i. e.) that of Springfield, Mass. Until his departure, he was one of the pillars of that most energetic of clubs, the Springfield. Wheelmen of Los Angeles, put him to work.

CAPT. SAVELL, of the Warren Wheel Club, has returned from his wedding trip.

IT is very probable that the track records will be given a rest in this country, for this season, anyway.

LAST Monday Senator Morgan instituted a six days' bicycle tournament at the Waverly Market, Edinburgh.

THE Dorchester Club believes in encouraging the boys, and so they will give a race for boys only, on Thanksgiving.

MR. EDGAR DAVENPORT of the Museum Company is quite a rider. It is rumored that he will become a member of the Boston Club.

LONDON W. and Dr. Kendall enjoyed the hospitality of E. C. Hodges, of the Boston Club, at his shooting box on Ponkapoag lake.

THERE will be a large dinner for A. Kennedy-Child at the Boston Club, if he manages to establish the 100-mile tricycle record for America.

AT the fall meeting of the Harvard Athletic Association, held last Saturday, R. H. Davis, '91, made the college record for two miles, in 6.02 1-2.

THE Providence *Journal* says that Chief Consul Davol may come up to witness the 100-mile road race to-morrow. We shall be most happy to see him.

THE *Cyclist* thinks that Howell, Woodside, Temple, with Morgan as manager, ought to constitute a broom that will sweep the American track next year.

THE monthly meeting of the Warren Wheel Club takes place at their rooms, next Wednesday (the 9th), at which the winter entertainments will be talked.

WE are moving on and improving, as we note with joy not a single cycling scribe has got off the tandem chestnut in relation to the marriage of W. A. Rowe.

THE use of colored sashes to distinguish the contestants in the twenty-four-hour road race last Monday, was favorably commented on by the men themselves, and the lookers on.

THE Faneuil House, Brighton, has been, and is, a great cycling centre this week. Last Sunday crowds rode over to discuss the "probabilities," and the great news from the West.

MIDGLEY, of Worcester, on a Springfield Roadster, will have a try for our 100-mile race; and Carmen, of the Cambridgeport Bicycle Club, is one of the most notable amateurs entered.

WHITTAKER is out with a challenge to race Percy Stone from one-quarter to 100 miles, and as an earnest that he means biz he has deposited \$25 forfeit in the hands of the editors of the *Record*.

ALL the English papers sympathize with us at the bad luck we experienced with our big race. *Bi. News* gives us words of comfort, and this is grateful to our wounded feelings. Thanks, *Bi. News*.

WE are getting quite anxious as to the existence and well-being of the writer of Recreation Notes in the St. Louis *Spectator*. After a silence of a couple of weeks he bobs up and says "sassy" things

COVENTRY MACHINISTS' CO., LIMITED.

On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, BEATING THE EXISTING RECORD FOR 10 MILES BY

One Minute 56 $\frac{2}{3}$ Seconds.

Covering the whole distance in

27 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

"MARLBORO' * CLUB * TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

239 COLUMBUS AVENUE

BOSTON, MASS.

Good Men on Good Wheels PUT THE RECORDS WHERE THEY STAY.

It is about a year since Stillman G. Whittaker made the following set of World's Records on the Crawfordsville course, viz.:

10 Miles in 29 Minutes 13-4 Seconds.
20 Miles in 59 Minutes 35 4-5 Seconds.
100 Miles in 6 Hours 11-2 Minutes.

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our Catalogue, and we claim, therefore, that they are remarkably significant, and demonstrate unquestionably the

EASY * RUNNING * QUALITY * OF * OUR * BEARINGS.

Then that performance of Frank Dingley's on the Lynn Track:

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.

Being 25 minutes better than the American record and 11 minutes better than the English record. Quite a number of attempts have been made to lower this by other makers since, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers.

Respectfully submitted,

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

Send for the last edition of our Catalogue.

about us and "able-bodied" proof readers. We always thought *mind* had more to do with this branch of producing a paper. But then what can you expect?

THE papers are busy copying the *Globe's* item that Kennedy-Child is going for a 24-hour record. Nothing is further from the Kid's notion. He, however, has an eye on the 100-mile tricycle race and record.

THE Pacific coast *Athlete* and *Wheelman* is away off in crediting Dingley with the five and ten mile records; these have been held by Rowe for over a year. Better revise your record list, Mr. *Athlete* and *Wheelman*.

THE Los Angeles (Cal.) Athletic Club will give a great meeting Nov. 24. Among the events will be four bicycle races. Here is a chance for Merrill to infuse some of the original Springfield go ahead into the affair.

IT will be remembered that we spoke of having discovered a monkey at a farm house between Wellesley and Needham. It is now quite the caper for all cyclists to stop at the house, and form the acquaintance of little, fat "Jocko."

WHY does not the N. C. U. establish an American branch, and in this way govern road races. It certainly would be of greater value to the American riders than the establishment of the C. T. C., with the utmost respect for the last-named body.

IN the article of Ordinary vs. Safety, the *Cyclist* avers that the ordinary will coast better than the safety. We find our experience proves just to the contrary, and that a safety will out-coast an ordinary every time, the "weight up" being equal.

AFTER a year's sojourn in Australia, Fred Wood turns his face towards England once more. We should think Mr. Wood would have ample reason to long remember his visit to the new continent. We hope his little difficulty in the colony will not make his homecoming in any way embarrassing or unpleasant.

AN evidence of careless cutting and editing, is shown in the fact that this erroneous squib, printed by the *Globe*, is going the rounds, uncorrected: "There were thirty-eight names added to the L. A. W. membership rolls last week, swelling the total to 1173." Facts often get twisted, but such a palpable typographical error as above, ought not to go unchallenged.

DURING the 24-hour race, and just as he had gone his 110 miles, Hollingsworth remarked, in answer to our query, that he never felt better in his life. He was going wonderfully strong and well, and had his competitors pushed him as he hoped they would, the records would have had a loud call. As it was, he rode very easily, and when they stopped him at the 164th mile he was not in the least fagged.

THE English military authorities seem to have queer notions as to the capabilities of the cycle. Witness the remarkable tests called for in the late heats at Aldershot. Speaking of these tests the *Cyclist* says: "As a practical cyclist, we fear that the military authorities who have the use of the modern cycle in view as an arm of the service have started with erroneous views of the capabilities of the machines they desire to employ. The military cyclist who, when engaged upon a momentous and important duty (whether of scouting or dispatch-carrying), attempted to ride over the course or the obstacles set up as tests on Friday would be worse than mad. We know nothing of war tactics, but we do know something of the capabilities of the modern cycle, and believe us, O ye Mighty Ones of the War Office, cross-country running isn't one of them."

A CORRESPONDENT, who signs himself "1097," goes for the Raven and his spoke theory. This is scientifically expressed, but as near as we can get at his meaning, he expressed neatly, that we so bunglingly tried to in our last issue: "Please have your scientific editor draw his blue pen all through such painful crooks as the Raven's last, in your issue of 21 October. Those who know anything about mechanics, know the angular velocity of a revolving wheel is alike at all points, that all points equally distant from the centre, have the same velocity about the centre, and that a point on the periphery of a rolling wheel describes a cycloidal curve, with a constantly varying linear velocity, parallel to the surface. Therefore, we dislike to have such articles dished up to us, especially when revamped from an article going the rounds of the daily press. I am sorry the doctor wasted a plate for such a cause."

AN effort was made to have Temple and Maltby appear before Her Majesty the Queen, but for some reason or other Victoria did not care to witness the proffered exhibition. This is too bad. As an advertising value it would have been great to have announced that "by special command (i. e. request) Messrs. Temple and Maltby appeared before Her Majesty and a whole lot of Dukes and

"Dukesses" at Balmoral Castle. The royal head on several occasions was observed to nod approval three distinct and separate times, and trustworthy witnesses aver that they heard the royal vocal organs murmur the word "bravo!" It is understood that the Queen will confer the "Order of the Pearl Shirt Button" on Temple, and on Maltby the "Order of the Tin Pepper Box." Now how nicely that would read at the bottom of the posters, and how royalty-hating Americans would have flocked to see the happy mortals on whom royal eyes had beamed, royal lips approved, and on whose swelling bosoms glittered the order of the "Button and Pepper Box." Oh, yes; it would have been a drawing card in democratic, equality-loving (?) America. We will wager sovereigns to red coppers that if W. J. Morgan could have secured an audience with the royal lady he would have fixed things so that the whole danged American team would have been invited to stay at Windsor for a couple of weeks, and who knows but that the Senator might have had the Premiership offered to him on the first convenient opportunity.

A PLEASANT occasion indeed, and one long to be remembered, was that which took place Thursday evening, Oct. 27th, at the residence of the bride's parents on Burchstead court. Mr. William A. Rowe, the well-known wheelman, and Miss Alice B. Ayres of this city, formerly of Portsmouth, N. H., were united in marriage by Rev. A. A. Moore, of the Central Congregational Church. The impressive Episcopal service was used. The event was witnessed by the immediate families and a few intimate friends. The bride was dressed in a Gobelin blue ottoman silk, trimmed with ottoman plush. In her corsage she wore a bouquet of 21 souvenir roses, emblematic of each year of her life. The presents to the newly wedded were profuse and rich. Among the large number was a silk plush parlor suit, presented by Placide Herbert, an elegant hand-painted china dinner set from the Pope Manufacturing Co., oil paintings, and all the articles which are usually presented on these occasions. Mr. and Mrs. Rowe departed to take the train for New York amid a shower of rice. They will spend two weeks away, and on their return will reside at 85 Maple street, where they will receive friends. The young couple have the best wishes of a host of friends and admirers, to which are added the congratulations of the *Bee* and a multitude of bicyclists.—Lynn Bee.

A REMARKABLE performance was executed by Maltby, of the American team of bicyclists, at present in Aberdeen, Scotland, Monday, Oct. 17. Maltby, in presence of a large number of spectators, rode upon a one-wheeled cycle along the wall of the North Pier. His progress from the point of the pier to its upper end was one which showed exceptional daring and skill. During the journey a boat was in attendance in case of the rider losing his balance, and falling into the sea, but fortunately he accomplished the surprising feat in an astonishingly short time, without a single hitch. The following day, Mr. W. S. Maltby rode on a unicycle from the lighthouse on the North Pier along the sea wall to the upper end of the pier, which is the second time he has accomplished the feat. While working his way along the top of the sea wall, Maltby and his machine were photographed by Mr. Morgan, Market street. There were about 300 people present, who gave the daring and skillful cyclist three ringing cheers when he finished his feat. Maltby was dressed in light racing costume, so as to be able to swim, in the event of his falling into the sea, and Morgan, Temple, and Woodside were at hand to give assistance, in the event of its being required. A bet of £5 was on the feat, which of course was gained by Maltby.

A VERY exciting scene was witnessed one day last week in the south of London. Mr. Sydney Lee, of the Kildare B. and T. C., was travelling slowly along the highway on a tricycle, when a one-horse wagonette, containing altogether six men and three women, was driven straight at him, and he had just time to throw himself on the footpath when the cartwheel went over his machine, smashing it up in the most wholesale fashion. Mr. Lee ran after the wagonette, and seized upon the back, whereupon one of the men struck him. Being a particularly powerful man, Mr. Lee, who was a little soured—shall I say? by the incident, went for the horse's head, and, half pulling him round, made a spring at the box seat. As he did so, one of the men bent over to strike him, and Mr. Lee, catching him by the collar, pulled him out, and he fell on his head in the road, where he lay insensible for some time. Springing up, the enraged cyclist hurled one of the remaining two on the box into the body of the trap, and the other, saying it wasn't his fault, gave up the reins, and Mr. Lee drove the now thoroughly cowed party to the neighboring police station, picking up *en route* the fallen brave. In consideration of the damage done to the latter, Mr. Lee consented to accept full compensation in lieu of charging the men, two of whom broke down and became almost tearful. It will be a long time before they interfere with an athletic cyclist again.—*Sporting Life*.

HOLLINGSWORTH AN EASY WINNER OF THE 24-HOUR RACE.

THE result of the first annual 24-hour race, held under the auspices of the WORLD, was a surprise to every one, in that Hollingsworth managed to shake his competitors so early in the game. The story is briefly this: At precisely 3.13, A. Kennedy-Child, officiating as starter, gave the word, and away went the men. The first round was made in 1.31 (the length of course is 20 miles, 2552 feet). Rhodes stopped for three minutes, but he soon managed to catch up with Hollingsworth and Neilson, and so the trio jogged along together, at a comfortable gait, Neilson and Hollingsworth finishing the second round at 6.30. During this trip Hollingsworth came down a cropper, but no harm was done; Rhodes in seven minutes later. On this round all three men took a rest and a bite of something. On this round Neilson took a header, striking his knee, thus virtually putting him out of the race, and so he stopped. Hollingsworth thought they were "all out," and so leisurely pedalled along. He soon became aware that he had a competitor left, as Rhodes dashed up alongside, and away went the pair at a good clip. The faster pace proved to be child's play for Hollingsworth, while Rhodes, arriving at the Faneuil House at 9.50, even with the former, showed signs of distress, much to the chagrin and amazement of his friends. Every effort was made to induce him to proceed, but he would have none of it. In the meantime, Hollingsworth was just beginning to feel chipper, and so, after a pause of three minutes, he pulled out, with Berlo for pacer. Feeling that he had it his own way, he took things very easy, finishing the 102 1-2 miles, in the not remarkable time of 8h. 9m. Just about this time Neilson had been prevailed on to carry on the war, and no sooner did Billy Rhodes find that his stable companion was on the way, than he would also go. This, however, was their last lap, and after having gone round once, nothing could get these two men on a wheel that night again. It was an off day for the Victor team. Sam continued to amble round at a very easy gait, but at the termination of the eighth lap, having covered 163 3-4 miles, and being then over eighty miles ahead of Neilson, and sixty ahead of Rhodes, the judges and referee decided to call Hollingsworth off, and give him the race. He finished feeling so fresh that it was patent that he had not been pushed one bit. He stopped at 2.54 A. M., so the time for the 163 3-4 miles is 13h. 39m. Up to 2 A. M. the weather was fairly good for record riding, but after that hour, the wind increased, so that by sunrise it was blowing a gale from the northeast, cold enough to freeze a red-hot stove. If we had been fortunate enough to see Hollingsworth with competitors who had put him along, some big time would have been shown. The officers who had kindly officiated were: Dr. W. G. Kendall, referee; judges and checkers at the Faneuil House were Geo. L. Haynes and R. E. Bellows; checkers on Craft street, F. G. Gibbs, H. A. Lienhard, and Mr. F. N. Storrs. At the turning point at Wellesley we had a tent, and at that point, and along the road to Needham Plains, we ourselves took charge, and were ably assisted by W. S. Doane and J. G. Dalton. There are only three points on the whole course that it is possible to cut, and these points were most zealously guarded.

THE HOUR AND 25-MILE TRICYCLE RECORD BROKEN.

On Monday October 17, at Coventry, Messrs. Allard and Oxborrow broke several of the existing records for tandem riding. The pair were the previous holders of the best times up to ten miles; but from eleven miles upwards they established a new set of figures. The pair completed 20 miles 715 yards in the hour, 21 miles occupying 61 min. 43 seconds. The previous best time for this distance was Mr. and Mrs. Smith's 67 min. 13.5 sec. Below we give the time of records taken:

11	-	-	-	-	-	0 32 13
12	-	-	-	-	-	0 35 10 2-5
13	-	-	-	-	-	0 38 9
14	-	-	-	-	-	0 41 6 2-5
15	-	-	-	-	-	0 44 2
16	-	-	-	-	-	0 46 58 2-5
17	-	-	-	-	-	0 49 50
18	-	-	-	-	-	0 52 48 4-5
19	-	-	-	-	-	0 55 54 2-5
20	-	-	-	-	-	0 58 51 2-5
21	-	-	-	-	-	1 1 43
22	-	-	-	-	-	1 4 45
23	-	-	-	-	-	1 7 50
24	-	-	-	-	-	1 10 51 1-5
25	-	-	-	-	-	1 13 42 4-5

Our suggestion to the gallant youth of England to fight shy of Mr. and Mrs. Smith's performance was evidently not in time to prevent the attempt. Allard and Oxborrow rode a Marlboro' Club.

HILL CLIMBING.

COLLEGE HILL, Providence, was the scene of a climbing contest last Friday. It was a competition of Stars, and the exhibition was an exceedingly satisfactory one. College Hill is the "Corey" of Providence, and every ambitious cyclist has made more or less successfully attack on same. The result of the contest is as follows:

(1) T. Lakey,	-	-	-	-	1.13
(2) W. Lakey,	-	-	-	-	1.20
(3) W. C. Campbell,	-	-	-	-	1.30 1-4
(4) H. Worrall,	-	-	-	-	1.31 1-2
(5) C. E. Monroe,	-	-	-	-	1.38
(6) C. J. Campbell,	-	-	-	-	1.42
(7) John Carr,	-	-	-	-	2.03 1-4

Mr. W. J. South acted as timer, and he had to do some good running up grade, so as to time the start and finish. The prize, a handsome silver cup, given by Mr. H. F. Campbell, was awarded Mr. T. Lakey. * * * [Will our informant please give grade and distance from start to finish of the College Hill course?—Ed.]

THE SAFETY RECORDS FROM 6 TO 20 MILES GO.

At Coventry, on Wednesday morning, Oct. 19th, A. P. Engleheart lowered the world's safety records from six to twenty miles. The day was perfect for record-breaking, and with Buckingham, Allard, Oxborrow, Brown, and Chambers as pacemakers, Engleheart rolled off his miles as follows:

MILES.	M. S.	PREVIOUS BERT.
1	51 3-5	
2	5 47 4-5	
3	8 41 2-5	
4	11 39 4-5	
5	14 36 4-5	
6	17 34 4-5*	17 46 2-5
7	20 30*	20 49 3-5
8	23 31*	23 46
9	26 27 4-5*	26 43
10	29 24 2-5*	29 34 3-5
11	32 24*	32 52
12	35 20*	35 54
13	38 15 1-5*	38 55
14	41 16*	41 54 2-5
15	44 20*	44 55
16	47 20 3-5*	47 53 2-5
17	50 21 1-5*	50 48
18	53 27 3-5*	53 44
19	56 22 3-5*	56 39
20	59 16 4-5*	59 27

*World's records.

Distance in the hour, 20 miles 474 yards. Engleheart, as usual, rode a Brookes's rear-driving safety, and now holds all safety records from one to twenty miles, his previous best performance from ten to twenty miles having been made on a "Kangaroo" on August 27th, 1886. The timekeepers were Mr. G. Illston (official timekeeper N. C. U.) and Henry Sturmer (Cyclist), Mr. S. Golders (Bicycling News), as usual, scoring the laps.—*Bi. News.*

THE MEASUREMENT OF OUR TWENTY-MILE COURSE.

THE greatest care has been exercised in making the measurement of this course exact. Starting from the Faneuil House, eastern door, and leaving the yard by the western entrance, the course leads down Washington street to Oak Square to Tremont street, the first mile post is reached on the right hand side, just beyond the cluster of houses standing on the left of that street. Thence along Tremont to Park, Vernon and Richardson, the second mile post is just this side of where Richardson bends to the left to take street crossing railroad track. The third mile post is at foot of telegraph pole on corner of Watertown avenue and Crafts street. The fourth is on Waltham street, some 200 yards beyond where Crafts turns into Waltham. The fifth is in West Newton, at the foot of a large tree about 200 yards beyond the railroad crossing. The sixth is on Washington street, at the foot of a lamp post just before the gas house is reached. The seventh is right in Lower Falls, and is placed on the left hand, opposite Ward street. The eighth mile is about one-eighth of a mile this side of Grantville Centre, and the ninth is 150 yards beyond the railroad signal post, which stands right on the edge of the highway. The tenth mile is on Wellesley avenue, after the turning point, and is about half a mile beyond, and half way down the little hill just before turning into Great Plain avenue. There is no particular distinguishing mark to place

the 11th and 12th miles, but the 13th mile is on the first corner on right hand side of Highlandville street, after turning at Needham Plains. The 14th post is at Highlandville, on high bank just a trifle beyond, and opposite the school house. The 15th mile is 300 yards this side of the Charles River bridge. The 16th mile is opposite cemetery, about 200 yards before reaching Boylston street. The 17th is in Newton Centre, about 300 yards before the turn into Beacon street. The 18th mile is one-third of the way up the second hill on Beacon, before reaching Hammond street. The 19th is at a point just beyond the narrow roadway between the reservoirs (no stake placed here). The 20th mile is 370 feet south of the end of asphalt walk on Chestnut Hill reservoir, and the distance from this post to starting point is 2552 feet, via Chestnut Hill avenue.



THE IVEL TANDEM.

THE cut heading this article represents the "Ivel" tandem, on which Messrs. Mills and Tingey made their remarkable record of 301 miles within the 24 hours on the road. We present it to our readers because the form of three equally sized wheels has always been held by us the coming and true type of the successful tricycle. We have always insisted on the necessity of the large front wheel and smaller drivers. That this type, or a very near approach to it, we are more than ever sure will be the style of the tricycle of the future. When we look back on the 50-inch drivers and 16-inch pilot wheel we do not wonder that scoffing people avowed that the tricycle had no future. We can remember how the first 40-inch drivers ever imported, and which we owned, was looked on askance by the knowing ones, and how diminutive they appeared even to our eyes. Now we look at the 40-inch wheels as being somewhat big, and whether a 36-inch driver is the minimum for use on American roads is still a problem. That the tendency still is to reduce the drivers and increase the size of the pilot wheel, is proven most conclusively. The great success of this little tricycle with 30-inch wheels all round, and the fact that the rear-driving safeties are so easy running, also prove that the small wheel is the proper thing, except in instances where sand is deep, and in such cases we would advise the would-be wheelman to content himself with the use of shanks' mare or the legs of a four-footed beast, as means of covering the ground. The above cut will explain itself, and will show the simplicity of the frame and general construction. As to the exact size of the wheels, we cannot at present lay our hands on the necessary data to speak positively, but we are under the impression that they are all 30 inches. To say that the wheel weighed something under seventy pounds, and yet carried these two heavy men at the rate of some 13 miles an hour over roads, speaks volumes as to the excellence of the workmanship and material.

THE 24-HOUR RECORD OF S. G. WHITTAKER.

WE had to hold our paper in order to give the certificates of officials, as given below, in Mr. Whittaker's great ride. We cannot give the story of the race this week, but we shall next. We have

also written for some information bearing on the matter, all of which will have our full attention next issue:

CRAWFORDSVILLE, Ind., Oct. 28th, 1887.
WE the undersigned, officials for Stillman G. Whittaker in his 24-hour bicycle ride, against the road record of 305 miles made by A. A. McCurdy, do hereby certify to the best of our knowledge and belief, that said Whittaker covered 323 miles in 23 hours 50 minutes 35 seconds: Referee—Wm. F. Schroeder. Judges—E. H. Comer, C. E. Gilbert, E. H. Cowan, M. D., Lou Lee. Timers—C. L. Rost, M. H. Insley, Fred T. Brown; T. W. Eck, extra timer. Checkers—Checker 25-mile post, W. B. Ramey; checker 27 1-2-mile post, Harry C. Hughes; checker 4-mile turn, R. K. Krout, Jr.; checker starting point, Milan Overton. Starter—W. E. Rosebro.

Start, Oct. 27, 1887, 1 P. M.

MILES.	H. M. S.
50	3 00 17 2-5
105	6 44 22 1-5
155	10 39 40
210	15 11 33 2-5
260	18 34 42 2-5
315	23 12 37 3-5
323	23 58 35

We the undersigned, official timers, certify that the above time is correct.

FRED T. BROWN,
M. H. INSLEY,
C. L. ROST,
(T. W. Eck, extra timer.)

MAYOR'S OFFICE,

CRAWFORDSVILLE, Ind., Oct. 29, 1887.

To all whom it may concern:—This is to certify that the above-named gentlemen, who officiated as timers, judges, etc., on the occasion of Stillman G. Whittaker's attempt to beat the road record of three hundred and five miles, Oct. 27-28, 1886, are all reputable citizens of Crawfordsville, and are reliable and trustworthy in every respect.

BYRON R. RUSSELL,
Mayor of Crawfordsville.

STATE OF INDIANA.

Montgomery County.

WM. B. RAMEY and Henry A. Ramsbrook being first duly sworn upon their oaths, say that they carefully measured the entire course over which Stillman G. Whittaker made his twenty-four hour bicycle run, which he began at 1 o'clock P. M., on Thursday, Oct. 27th, 1887, and that the distance so measured by them is correct, to the best of their knowledge and belief.

WM. B. RAMEY,
HARRY A. RAMSBROOK.

Subscribed and sworn to before me this 29th day of Oct., 1887:

WILLIAM T. BRUSH, Notary Public.

I hereby certify that I appointed the above-named chainmen, W. B. Ramey and Henry A. Ramsbrook, to measure said course, and believe that they did their work honestly and correct.

E. S. SIMPSON, Civil Engineer.

Oct. 29th, 1887.



HERE ARE TWO REMEDIES.

Editor Bicycling World: I would say in reply to Mr. Fisher, that the reason that most wheels do not track is caused by the neck falling heavily against the side of the slot in the head, and can be remedied and made to track by taking the backbone from the forks, placing the neck in a vise and bending sideways till straight, which can be told by applying a straight-edge, or putting in place and sighting from large wheel to small; if there is a twist in neck, straighten by twisting. If it is in the rear forks, as it sometimes is, it can be made to track by putting a piece of flat steel through the rear forks and wheel, and twisting till straight.

JAS. A. SPREAD.

WE TAKE A TRIP.

ABOUT a week ago the editor was sitting in the reading room of No. 36 St. James avenue, cogitating on the woes of this life, the thorny path of cycling editors in general, and the particularly thorny condition of his own especial path. There is no doubt but that there was a cloud on the brow of the editor, and it lightened very little by virtue of his thoughts, until the simultaneous advent of the Doctor, Papa and the Kid brought a little sunshine into the editor's heart. "We are off for a trip to Middlesex Fells to pay Mr. and Mrs. B—— a visit, in their camp at Spot Pond, and we want you to come along." We had the pleasure of Mr. B——'s acquaintance, and as the suggestion was presented to us, we involuntarily began to hum the refrain:

"We'll all go a-cycling to-day, etc."

Why this gay little song should present itself to the editor's mind on the mentioning of Mr. B——'s name, we cannot for the life of us say. "We will give you five minutes to put on your togs," quoth the Kid; so we hustled into our nondescript costume, yclept a cycling riding suit, and were waiting at the door before the lazy trio were ready to go. Ye editor has "an eagle eye," and he uses it, too, so when he discovered that Doc was riding a machine minus a bolt in a place where "de" bolt ought to be, he announced the fact, and thereby caused Doc to indulge in unseemly language, at which, Kid, Papa and ye editor were much scandalized. The unparalleled skill for which Doc is notorious, enabled that worthy to pilot the incomplete machine to Porter's station, without breaking his neck.

At Porter's a halt of five minutes was called, and Doc, after due diligence and search, aided and abetted by an hostler, found a carriage bolt, which, by driving in tight and snug, made the machine sound and staunch. Just after leaving this point, the editor found he had left his oil can behind, and so turned about to retrace the few yards and secure it. The party waited for him, and Doc made some remark about the can, that raised the ire of the editor. From being mildly sarcastic, they became boisterously abusive. Papa and the Kid "poured oil," but alas, there was no water to smooth, instead there was a raging fire, and so the oil added to the flames. Hotter and hotter grew the discussion over that measly little oil can. In fact, so hot had it grown, that the paint peeled off of the houses as they rode by, and an unfortunate chicken that passed, "by chance," had all the feathers singed off, and was cooked to a cinder in a twinkling. The Kid and Papa, by means of arguments in the shape of bricks and other missiles managed to quell the riot, and avert a conflagration. Reason once more asserted itself and shame perched on the red cap of the editor, while remorse and a very dry throat, prompted him generously to invite the crowd to "step into the Mystic and take sumfin," an invitation that was accepted with a celerity that could only be equalled by themselves. Here the editor and Doc pledged renewed and undying friendship, over a bumper of Bass, much to the disgust of Kid and Papa, who saw in future quarrels future Bass's. All was calm and peaceful as a May day, until arriving at Malden, when through the lack of knowledge as to proper route, by Kid, and the wrong direction given us by a cross-eyed and evil-minded infant of the female persuasion, we wandered over grades and surfaces comparative only in their degree of villainess. On nearing the top of one of these precipices we heard a yell, and looked up just in time to see Kid's form disappear with such abruptness as to leave his hat suspended in mid air. "He is dead," we shouted with one accord, but no; we heard his cheery voice warn us: "Say, you fellows, had best get a good grip on your brakes." Investigation proved that Kid was unhurt; he had fallen on his cheek. Papa concluded not to negotiate the hill, *a la toboggan*, and so, after consulting the C. T. C. hand book, to find out if there was any rule laid down, to extract him from such a dilemma, he calmly (and of course with dignity) grasped a telegraph pole with one hand, and his machine with the other, and thus gained the lower level. The Doc still had rankling feelings over the oil can feud, and so he suggested that the editor "could float down, as his head was so light and gassy," a remark received with the silent scorn befitting it. So down the telegraph pole they both slid. Once more on the right track and away for the camp. The editor got a "hot box" before they arrived, and the Doc, out of contriteness of heart, got off and walked along also. "Here we are," said Doc, "and now for a jaunt through the woods of half a mile;" and so on these two trudged, until a break in the woods revealed a flash of white canvas, giving us notice that camp had been reached.

A beautiful spot it proved to be. Tall pines, with the ground free from undergrowth, the grass sloping gradually down to the pond, and a pretty, pebbly beach; high rocky banks on either hand, surmounted with luxuriant growth of maple, beech, and pine, in all the glory of the autumn foliage. The camp itself consisted of two tents, one with side walls, and one without. From the peak of one of the tents, the "meteor" flag of England floated. All, and more, of the conveniences and comforts that one expects camping, were to be seen

on all hands. That a lady was the presiding genius in that spot was made evident by the presence of work baskets, pretty cushions, and lounging chairs, and last, but by no means least, by the lady herself. Two fine dogs were lazily sprawling about; a sail boat lay in the pond, fastened to the pier, and a gun was leaning against a tree, "handy, in case any game strayed that way." We had been taking all this in, and much more, when our olfactorys were saluted with odors sweeter than those of "Araby, the blest," as they told of cooking, and our appetite was in accord with the hint to sense of smell. Soon round the festive board we gathered, and though the Kid did pay the most assiduous court to the "Loving Cup," the rest of us managed to get a good pull at it semi-occasionally, to our great satisfaction and content.

Too soon the time came for the visitors to turn their faces Bostonwards, but all good things must have an end, and the visit to Mr. and Mrs. B——'s camp was no exception. Our host and hostess accompanied us to the highway, and soon we were speeding homewards. Doc and Kid "lit" out, as they had engagements, so Papa and the editor plodded along, as becomes age and sedateness, arriving at the club house seventeen minutes after the scorches. It will be of interest to note that Mr. and Mrs. B—— have been camping out on the shores of Spot Pond ever since the first of June, and a jolly time they have had. The thanks of the editor are due to the trio who "took him on," and to Mr. and Mrs. B—— for an extremely pleasant outing.

THEN AND NOW.

In days of old, full many a time
You've heard it told, in prose and rhyme,
How down the street a wheelman came,
And chanced to meet his beauteous flame.
Just where a pup in ambush lay,
To tip him up upon the way,
And make him wish that he was dead,
While gyrating upon his head.
In days of old
You've heard it told.

But nowadays, it's otherwise,
The safety craze new joy supplies;
The boulders lose their terrors grim,
Stray cans and shoes are naught to him;
He laughs at rocks, he kicks the pup,
But, in the end, things even up;
For, as his maid he gayly greets,
Some unwashed urchin always bleats—
"Hi, look at der big man on der melosipetes!"

PEDALS.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

MR. WILHELM, of Reading, Pa., made a gallant effort to reduce the Lancaster pike record, from Paoli to Fifty-second street, Philadelphia. The present record was made by Mr. Schwartz, of Reading, Oct. 13. Wilhelm failed to touch the record by about six minutes. A tremendous head wind prevailed, and considering this fact, the time made was creditable.

MR. DANIELS, trainer of Sam Hollingsworth of the Columbia team, went over our twenty-mile course last Sunday, and gives it as his opinion, that, after a rain, it will prove one of the fastest courses in the country. There is no doubt but that if two or three little stretches of from one-quarter to one mile long (about two miles in all) could be improved, it would be the fastest course in the country, that is, for a twenty-mile stretch.

CHARLES WHITTIER, of Lynn, is quite an ingenious individual, and he has been experimenting in making a wheel according to his own ideas. We saw the machine out at Brighton last Sunday. It has much the appearance of the Star.

GORMULLY & JEFFERY call attention this week to several of their road records made a year ago. The Dingley 100-mile record, made on a Roadster, is also pointed out as proof of the easy running qualities of the "Champion."

THE "future of the ordinary" seems to be a theme of pressing interest among English wheelmen. For our part, we shall be pleased to pour the oils of our wisdom on the troubled waters, by assuring our transatlantic brethren that the ordinary has a very healthy future. Only one thing, and that is the introduction of the rear-driving safety, puts the nose of the ordinary out of joint, inasmuch that the latter will no longer hold indisputable sway as the only machine, as it has up to this time.

THE Irish Cyclist and Athlete takes on itself thus to comment on the failure to run the 1000-mile race: "The BICYCLING WORLD's 1000-mile road race fell through. The amateurs (save the mark!) composing the Columbia team, struck for higher pay, which Col. Pope refused to give, and this led to the collapse of the whole affair." With all due respect to our Irish contemporary, we do not see what "save the mark" has got to do with it. The C. and A. is woefully out on American affairs, if it supposes the "Columbia team" are posing as amateurs.

MIDGLEY took a big ride on his Springfield Roadster the other day, the 63 miles of tough road between Worcester and Lynn being run by him in the excellent time of 5 1-4 hours.

THE manufacture of medals and badges is represented at the Massachusetts Mechanics' Fair building by Mr. John Harriott of No. 3 Winter street, Boston, Exhibit 270. Mr. Harriott stands at the head of designers and manufacturers of this specialty, and the handsome display here made is worthy of his reputation. Four large medals, each about eight inches in length, formed of gold of different colors, and ornamented by enamel of various colors, form an elegant centre for the elaborate display of medals, badges and pins of every description. Mr. Harriott also shows several sheets of the designs, which have won for him a reputation second to none.

MCCURDY is out West, and 'tis said that a man by the name of Tom Rowe (no relation to W. A. R.) is ready to make a match for Mac to ride Percy Stone, for any sum from \$100 to \$1000 a side.

THE Rudge Company have taken a new departure, and have formed themselves into a regularly organized stock company with a share capital of £20,000. The name of the concern under reorganization is "The Rudge Cycle Co., Limited." Mr. Woodcock, so long connected with the active management of the Rudge works, has retired, though the prospectus says he is willing to give the new directory the benefit of his experience and co-operation gratuitously. The shares are now on the market at £5 each, to be all paid in by the 1st of December. Additional works are to be erected, and every effort made to increase facilities for supplying the foreign trade as well as the home.

CYCLISTS' TOURING CLUB.

FRANK W. WESTON,
UNITED STATES CHIEF CONSUL,
Savin Hill, Boston, Mass.

STATE CONSULS.

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.
Colorado.—Geo. E. Bettinger, 608 Harrison avenue, Leadville.
Illinois.—L. W. Conkling, 108 Madison street, Chicago.
Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.
New York.—F. J. Pool, 3 Broad street, New York City.
Nebraska.—Perry Badollet, Omaha National Bank, Omaha, Neb.
New Hampshire.—W. V. Gilman, Nashua.
New Jersey.—L. H. Johnson, Orange.
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa.—S. B. Wright, Oscaloosa.
Wyoming Territory.—C. P. Wassung, West Springs.
Membership application blanks and any required information on club matters can be obtained by applying to any of the foregoing and enclosing a stamped addressed envelope for reply.
DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.
APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed), are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.
FOR SALE OR EXCHANGE.
HANDY POCKET WRENCH.
For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

CAMERA FOR SALE—5 by 8 Blair; 3 English Plate Holders, 1 Landscape and 1 Portrait Lens, Blair Ruby Lamp, Tripod, Pans, Graduate, &c., &c. Cost \$75; will sell cheap. P. O. Box 66, Hingham, Mass.

BICYCLES AND TRICYCLES, new and second hand. Send for list to WM. M. FRISBIE & CO., 85 Admiral St., New Haven, Conn.

FOR SALE OR EXCHANGE—An American Star Bicycle, 54-inch. Will exchange for a smaller wheel of any make, in good order. Address A. H. POTTS, Parkersburg, Pa.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

TO EXCHANGE—52 or 54-inch Bicycle for good Safety, Columbia or Rover type, or will buy Safety if in good condition and very cheap. L. A. W. 9937, Box 305, Hornellsville, N. Y.

The Lucidograph

will give the greatest amount of satisfaction to the photographer seeking enjoyment with the Camera because it combines all the desirable qualities. Specially designed for Cyclists.

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THE BLAIR CAMERA CO.
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At the annual meeting of the Springfield Bicycle Company, held last Saturday, it was decided to change the main office of the company from 19 Pearl street to 147 Washington. Board of Directors elected for the ensuing year: Benjamin S. Lovell, J. L. Yost and J. B. McCune; J. B. McCune President and J. L. Yost Secretary.

We never knew what comfort in coasting and negotiating rough roads was until we mounted one of the Victor safeties. It is a grand machine for one who does not like to be bumped.

MR. SHURMAN of Lynn made an attempt to "do" Greenwood's Corey Hill record last week. He felt quite bad that he "only" rode up twice and two-thirds; but when we learned that the Springfield Roadster he made the attempt on was geared to over 70 inches, we congratulated him on his achievement.

THE Springfield Bicycle Company have decided on the pattern of wheel they will place on the market for 1888. They have already made great preparations to have a large stock to meet the demand of the public. They will make the present well-known wheel with parallel bearings, and will also make a machine with ball bearings all round.

THE Reins and Whip is a publication that the lovers of horse-flesh cannot afford to be without. It is full of practical suggestions and hints as to the care of horse and dog, and gives the latest wrinkles in the line of vehicles.

THE Coventry Machinists' Co. capture another wreath of laurel and glory in the tandem record of Oxborrow and Hale in their 20 to 25-mile record ride lately. The successful attempt was made on a Marlboro' Club weighing 49 pounds and geared to 70 inches.

HOWARD A. SMITH & Co. have a new Rudge Bicycleette in their window, which attracts a great deal of attention.

"At the Piedmont Exposition, Atlanta, Ga., Oct. 21, 1887, the American Light Champion was awarded the first prize and diploma, and also received first prize for Champion Roadster, Light Safety, boy's bicycle, girl's tricycle and child's tandem, competing with the Columbias, Victors and New Rapids. CLARENCE H. SMITH."

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BOSTON, 11 NOVEMBER, 1887.

Volume XVI.
Number 2.

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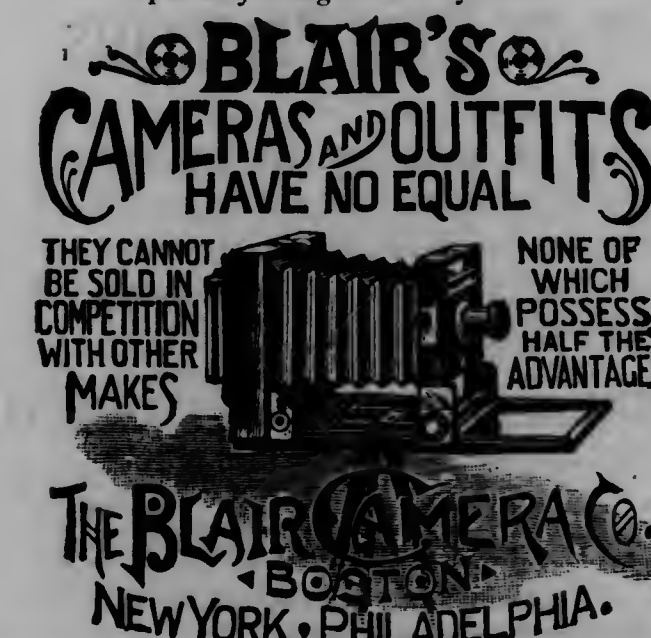
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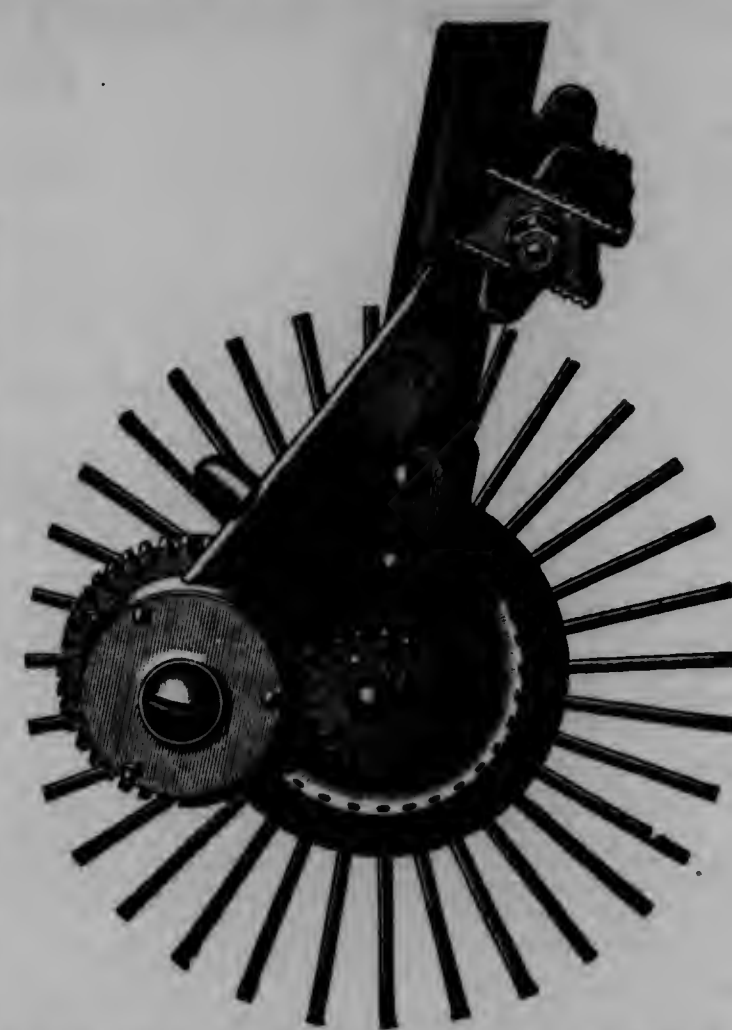
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12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 11 NOVEMBER, 1887.

THE season of 1887 is practically closed. The manufacturers, importers and dealers have now struck their quiet time, and the racing men have as a rule put their wheels away, and are busy discussing the events of the past, and making plans for the season not yet born. We do not propose to dwell long in retrospect at this particular time, but we cannot but notice one or two features that have made the season of 1887 remarkable. Path racing interests have fallen to a very low ebb, and we regret to say that proprietors of specially made tracks have had a disastrous experience. Racing on the road has grown in favor, in consequence of which two parties, so to speak, have been formed; one that favors this form of sport, and one that conservatively believes that road racing is not a proper form, because it is not technically legal. That this question will assume still greater importance in the near future, there is no doubt. There have been some changes in the importing trade, and undoubtedly there will be more before the season of 1888 opens. The year 1887 is also remarkable in that it saw the close and satisfactory adjustment of one of the bitterest legal contests ever known in cycling history, the same year saw the opening of another fight in the courts, and the final adjustment of which is still pending. At an early date we propose to enlarge on the narrative of cycling during the past season, covering the sport and trade in all its branches.

THE State of Illinois has for the past week been a spot, towards which all the country has turned its attention. The fate of the anarchists has been one that has excited almost everyone, and by the time these words are being transferred from the type to the paper, the fate of these seven misguided creatures will be sealed. There are other things in Illinois that are just now exciting the attention of cyclists, not of such grave moment as that of Spies and his confederates, but still of more than passing interest and importance to cyclists at large. We refer to the action commenced against the City of Jacksonville, Ill., because the authorities refuse to interfere with the rights of wheelmen on the highway, and the arrest by the authorities of a cyclist, who was riding on the streets of Anna, Ill. When we consider that these suits are conducted by men who call themselves lawyers, we pause in amazement, as we think of the dense ignorance displayed by these limbs of the law. A very little investigation would show these lawyers (?) that the highways and streets of the land cannot be closed to riders of the cycle. Bicycles

and tricycles have time and time again been adjudged vehicles, and riders have been made amenable to the laws that govern the use of vehicles on the highway: nothing more or less. In view of the fact that the Park Commissioners of progressive New York had to have this idea driven into their heads, we suppose we ought not to wonder that the legal fraternity of Anna and Jacksonville should be in darkness as to the established rights of wheelmen. Would it not be well for the League to collect all decisions in similar cases, have them printed in some cheap form, and sell them to the Divisions at cost? From time to time, as occasion required, and cases were decided, additional sheets could be struck off, and furnished in the same way. Still further, why not devote the pages of the *Bulletin* to printing such decisions for as many issues as necessary, so that the extra cost of setting type would not fall heavily, as an expense on the treasury. We wish the Executive Committee would take this idea into serious consideration. The copies of the *Bulletin* containing these decisions would be invaluable.

HERE IS WORK FOR THE ILLINOIS DIVISION.

THE following correspondence will explain itself. We can, however, add our assurance to City Attorney Yates that he need not fear any dire results from such an outrageous suit. We have called the attention of the Secretary-Editor to this matter, and we have no doubt but that such a mass of legal decisions and rulings will ere long be in the hands of the Jacksonville City Attorney that our friend, the "road hog," will get cold comfort in the suit he brings. We have taken steps to get such information together, and it behooves all good wheelmen to turn in and assist Mr. Yates in getting all the legal points he may need in putting a quietus on the suit brought by the densely ignorant citizen of Jacksonville, Ill.:

JACKSONVILLE, Ill., Nov. 4, 1887.

Overman Wheel Co., Boston, Mass.:

Gents—Our city is being sued because it does not prevent bicycle riding in the street. Please send us list of all judicial decisions known to you or your legal advisers bearing on question of legal status of bicycle as vehicle, &c.

Very truly,

RICHARD YATES, City Attorney.

BOSTON, Nov. 7th, 1887.

Mr. Richard Yates, 237 West State street, Jacksonville, Ill.:

Dear Sir:—Your letter of Nov. 4th startles us. We did not suppose that even towards the southern part of Illinois there was to be found a community so dense in their vision, or so thick-headed, as to undertake to rule bicycles off the streets. Certainly the only thing you need to do is to give them time to cool off; to open their eyes. Surely such a case would never come to issue.

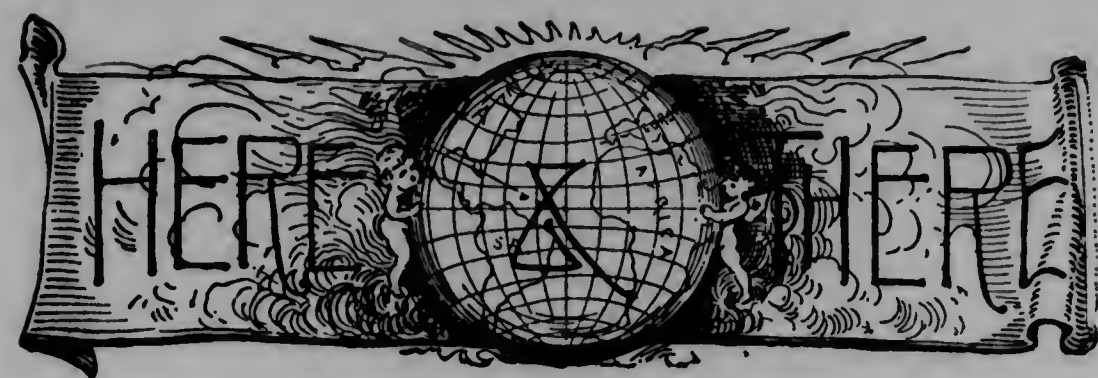
Bicycles and tricycles have right of way on the highways throughout the country, except Jacksonville. In no single instance, so far as we are informed, has a suit similar to the one proposed, been successful; and the bringing of such a suit can only be accounted for by dense ignorance.

We would like to ask the perpetrators of this suit for their definition of the highway: To whom the highway belongs? What manner of vehicle is permitted on the highway? What color of paint shall be used? Would a tricycle be permitted on the highway if an ox were attached to it, either before or behind? May a man wheel a squeaking wheel-barrow through the streets? Are baby-carriages permitted? Children with hoops to roll? What shall be done when a man, for his own convenience, pulls a buggy through the streets?

In the meantime, we will gather up some of the evidence in the case and send you. Very truly yours, OVERMAN WHEEL CO.

It has been suggested, from an excellent quarter, that the WORLD give some handicap races of 20 or 25 miles for amateurs alone next season. We propose to give some short road races for amateurs during 1888, but whether they will take the form of handicaps, we cannot just now determine.

THE *Radfahn Humor* is the name of a German comic paper. In a late edition there is a sketch giving the suggestion to cyclists of how to tour during the winter months. They represent a cyclist dressed in proper manner, with Tam O'Shanter cap, and knapsack, all in *en regle*; the touring cyclist is depicted, mounted on a home-trainer, plugging for dear life, whilst a boy is seen at a winch handle behind the canvas of a panoramic view of the Lake of Geneva and the Castle of Chillon steadily turning on the rotary scenery.



WASHINGTON NOTES.
"RAMBLER."

uting his numerous prizes for so laudable a purpose. He has enough of them to evoke a very creditable collection, and I am certain they would attract as much attention as many of the articles now exhibited.

"Give a dog a bad name and it will hang to him," is an old adage which is strongly exemplified in the title of the "Cycle" Club. The name of this organization is the "Washington Cycle Club," but in its early days, the desire to be concise led to the dropping of the Washington, in speaking of it, and it ought to be known as the Cycle Club. As all bicycle clubs are necessarily cycles, the title is rather too general to suit some of the members, who have tried hard to engraff the full name; but it is hard to change old customs, and it will, no doubt, be the "Cycle Club" to the end.

At the recent regular meeting of the Capital Club, the plans of the amusement committee for the winter season were submitted and approved. The previous entertainments of this club have been of a high order and given great satisfaction, and this season's programme is looked forward to with pleasureable anticipation.

PETTENGILL, "our Pet," as he is familiarly known, has tendered his resignation of the Presidency of the Cycle—no, beg pardon—the Washington Cycle Club, which he has so successfully held for several terms. It is hardly probable that it will be accepted, as to leave Pet out of the Chair, would be like the play of Hamlet with the melancholy Dane omitted.

SIX sorry specimens were Messrs. Seidell, Murray, Smith, McGowin, Steifel and A. C. Banker, as they plugged along the road Oct. 30, in the cold. They were out for "centuries," but

nary a hundred did any of them make. The roads were poor and the wind was fresh; but this mattered not; it was the thermometer that used 'em up. In spite of heavy gloves McGowin had one of his fingers frost-bitten. Steifel and Banker had to pedal down the "Horse Shoe," on the Perryville; McGowin and Smith got off and walked to get warm; Seidell and Murray started on their 100-mile run, but Murray quit at 35 miles on account of a break; Seidell rode over 80, and rather than continue on alone in the cold, cold world, hunted a stove at a roadside inn. If conditions had been favorable there would have been six "centuries" made that day.

Hicks ("Flying-start Charlie") and Eck against the universe. They should formulate their views and forward to the L. A. W. Committee on Revision of Constitution and By-laws.

They tell me that Tarentum has the fever; Banker's riding school is doing a heavy business, and in the near future those who cannot ride wheels will be ostracized by good "sassiety."

THE Banker brothers rode to Harmony and return, and doubled up some on the Butler plank, on Nov. 3. Their mileage for the day was 116. This is probably the last of the centuries for this season.

ALL riders of the Star bicycle will be sorry to hear of the death of Mr. Smith, of the H. B. Smith Machine Co. His name will always live in cycling history as the manufacturer of a unique, serviceable and distinctively American machine.

WILHELM defeated Schwartz in a five-mile race, Nov. 4, in 16.45. This is supposed to settle the long-disputed question, and we hope it does. We understand that this is Wilhelm's last year on the path. He may, like other stars, do the farewell, "positively last performance, &c.," again next year, but is hardly likely.

THE Allegheny Cyclers expelled three of the delinquents at their

last meeting. Why they plucked three and let the rest off is inexplicable to us. One of the parties who was expelled once held the highest office in the gift of the club, and we think it would have re-dounded more to the honor of the club to have remitted his dues and elected him an honorary member, or laid his case on the table, than did the action which they took.

WHEN they have a meet at New Castle they always want the Pittsburg boys to be sure and come up, and they'll make it pleasant for us. Well, we go, and they keep their word, and we always have an enjoyable time; but they never reciprocate. At our last meet there was not a New Castle man on the track. The referee was a member of the New Castle Wheelmen, but lives in Beaver Falls; is a member and past Captain of the Beaver Valley Wheelmen, to whom he owes his first allegiance. The question forces itself upon us: Are they making a convenience of us? Tell us somebody; Oh, tell us quick!

RECORD OF
THE WEEK.

WHILE out in Wellesley the other night, checking the twenty-four hour contestants, we had some amusing experiences. One especially caused us to smile, and is really worth relating: We had obtained the kind consent of Mr. Kingsbury to erect a tent on his land at the junction of Wellesley avenue and Washington street, and consequently had taken measures to make our temporary shelter as comfortable as circumstances would admit. We had among other things procured a large kerosene lamp, which, when lighted, made the tent a shining and conspicuous object. At about 1.30 A. M., while we were outside, we were approached by an individual, who, by the unsteadiness of his gait, indicated that he had been imbibing too freely of *Sa. fermenti* in some form. He at once approached us, and with thickened speech, undertook to advise us that tramps and gypsies were not allowed to camp round in the good town of Wellesley. We assured him of our peaceful disposition, and that we thought the proprietor of the land would not have much objection to our temporary sojourn there, that we were tired and footsore, and we hoped he would not compel us to "move on." After considerable talk, in which we kept up the illusion that we were gypsies, we finally managed to mollify the self-constituted guardian of the peace so that he finally allowed that we appeared quiet and decent, and as the children and wife had, no doubt, retired for the night, he would let us remain for the night, but he further warned us that we must strike camp at dawn, and seek some other tarrying place. To say that it took all our powers to restrain explosive laughter, and keep a grave and humble mein during the discussion, but poorly expresses the tremendous effort to hold in. We watched the man as he wended his devious way, and when he was well out of sight and hearing, we gave vent to merriment, and the grin did not leave our features during the balance of the long watch.

RHODES rode a very plucky 100-mile race, considering that he had no outside aid.

THE St. Louis Cycle Club will take possession of the Natatorium building, and will fit same up as headquarters.

We are glad to hear that Jack Rogers is back in St. Louis, and will get the *American Wheelman* out "regardless of dates."

MR. H. B. SMITH, of the H. B. Smith Machine Co., died at his residence in Smithville, N. J., last Saturday morning.

THE Ohio State 24-hour record has been captured by E. J. Douhet of the Cleveland Bicycle Club. The distance covered in 23h. 45m. was 190 miles.

THE St. Louis wheelmen will divide the joys of turkey-eating on Thanksgiving day, with the delights born of a paper chase. So also will the Boston Club.

Now that Greenwood has beaten Percy Stone, Belding is anxious to have a go at the former. The De Soto route will be the scene of the contest, if it comes off.

W. A. ROWE and Asa Windle were out at the Faneuil House last Saturday, watching the WORLD's 100-mile road race. Rowe was the recipient of many congratulations.

IT is said that only two outsiders have ever climbed Son-of-a-Gun hill, near St. Louis. The two who hold that honor are Geo. Hendee, and a Mr. Gard of Louisville, Ky.

THE Victor team has disbanded, in fact, there was no "Victor team" in our 100-mile race; Rhodes entered on his own responsibility in that race, but he rode a Victor.

As a direct result of Tom Steven's sojourn in Teheran, Persia, it is stated that six machines have been imported, and are ridden, four by Englishmen and two by young Persian nobles.

THE *Wheel* had an accurate account of our 24-hour road race, but it slipped by heading the article "W. A. Rhodes the victor." The editor evidently did not read his copy carefully.

WE judge that old Boreas must have been trying for record last Saturday. At some points in the course of the 100-mile race it was all the riders could do to make any headway against the gale.

GOOD-BYE to road racing for the season of '87 after this week. Our next "annuals" will be ridden during the month of August or September. November is too late for long long-distance work.

THE St. Louis Cycle Club and the Missouri Bicycle Club will fraternize this winter. The first of these joint entertainments will be a "Smoker," to be given by the St. Louisians to the Missourians.

IT is funny how persistent the cycling press is in asserting that Kennedy-Child is going to be married. There is not a grain of truth in the rumor. K.-C. has no intention of doubling up at present.

THOSE who remember handsome, curly-headed Bob Cripps at Springfield, during the 1885 tournament, will be pleased to hear that he has so far recovered from his bad accident as to be out of the hospital.

CARMEN, of the Cambridgeport Bicycle Club, showed himself to be a good man at 100 miles. He stuck to the professionals like a thoroughbred for 90 miles, at which point he began to show signs of giving out.

FIFTY minutes inside the 50-mile tricycle road record, and only four miles to go, when the machine of Kennedy-Child broke down and spoiled his pie. It was too bad, and the genial Kid had lots of sympathy.

LAST week (Wednesday) A. A. McCurdy and Chicago's young flyer, R. H. Ehler, ran a ten-mile race from Drexel boulevard and Cottage Grove avenue to Jackson Park and return. Ehler won the race in 32.08.

ONE thing can be said in favor of our 20-mile course, and that is, only one man, Lyon, took a header during the whole 100-mile race. Hollingsworth and Rhodes did the entire distance without leaving the saddle once.

WHEELING has discovered a crack American rider by the name of "A. W. Rose," who holds all the world's records. Who is "Rose," anyway? We never heard of him. Perhaps *Wheeling* can put us on the path of discovery.

HOLLINGSWORTH will probably enter the six-day race at Minneapolis, to be given some time this month. If he goes, Charlie Daniels, his trainer, will see him through. Daniels has a great pride in the successes of his Indiana boy.

SOME bold, bad person, said the L. A. W. Pointer, of Oshkosh was dead. It may be so but if 'tis so, then a very, very well materialized ghost made its appearance the other day in our office, dated October, 1887, and numbered 7, vol. 1.

THERE is a writer out West who hails from Sheboygan, Wis., and signs himself "the Owl." Is he any relation to the New York bird? and we wonder if he can evolve any such original ideas as to "how handicapping should be done," as our wise bird of Gotham.

ANNA, Ill., is the scene of the latest "outrage." A Mr. Charles Goodman was arrested for riding a bicycle on the streets of that town. Mr. Goodman will fight the case to the bitter end, and we hope the League will be able to back him up morally and financially.

THE *Wheel* is whooping up the name of Jacob A. Cantor for the State Senate. Mr. Cantor worked heart and soul in the interests of the wheelmen and the Liberty Bill. The wheelmen of New York, therefore, propose to reciprocate, and work heart and soul for Cantor.

WE adopted the colored sashes in place of numbers in our late races, enabling checkers to distinguish the riders as far as the eye could reach. We think we may use colored caps next season, in place of sashes. We recommend this idea to managers of all race meetings.

IN the six-days' race (eight hours a day) at Edinboro', Lumsden and Dubois were exactly even at 500 miles on Friday, at six o'clock. This, undoubtedly proved a very interesting race, as the two leaders were riding for blood. The other contestants were not within eighty miles of Lumsden and Dubois at the last advices.

THANKS Mr. Bassett, this is just what we aim at: "Recognizing the necessity for something in the way of system in the organization and carrying out of contests on the road, the BICYCLING WORLD is

promoting a series of races, which it is conducting with commendable attention to detail, and in a systematic manner."—*Bulletin*.

A CORRESPONDENT to the *Cyclist* urges the adoption of the old style brake on the rear wheel of bicycles. The inefficiency and danger of this obsolete mode of applying brake power is too apparent to ever come into use again. Much better dispense with the brake entirely, than depend on an attachment that is worse than useless.

IT looks as though the anti-cycling element in New York city would not keep still, as it is feared that an effort will be made in the Legislature to pass a bill exempting the New York city parks from the action of the Liberty Bill. The effort will be futile, as it is hard to conceive on what ground New York city particularly, should be exempt.

PERCY STONE answers Whittaker's challenge, and deposits \$50 forfeit with Mr. J. A. Lewis of St. Louis. He is willing to meet Whit in the five races proposed, for any amount of money, and will race him at any time between April 1 and June 1, 1888, on such tracks as may be agreed on. Now, Whit, brace up, and accept the conditions.

"THE BICYCLING WORLD's 20-mile course was a good one, and its management of its races a pattern of its kind. Too bad that the idea did not develop early in October."—*Herald*. [Thanks for the compliment, and rest assured that the time for the next 24-hour and 100-mile races under our auspices will be run not later than September.—Ed.]

IT is universally admitted by the members of the Columbia and Victor teams that the BICYCLING WORLD twenty-mile course is second only to the Crawfordsville, Ind., course. In view of the fact that dry weather and high winds had prevailed for two weeks prior to date of race, this admission is gratifying to us. With rain, we doubt if a better twenty-mile course, all things considered, can be found the country over.

You are right, *Sporting and Theatrical Journal*, when you say in regard to road racing: "Public opinion is sure to decide one way or another, before long. If road racing is as bad as some say, it will have to go. If it is as good as others say, it will become a permanent institution. It is believed that this question will be settled locally, just as many other half social, half political questions are being settled. Road racing will flourish where it is wanted by the public, and die out where it is not wanted."

KARL KRON is said to have smiled last Saturday, when he opened a marked copy of the *New Zealand Referee*, dated 7 October, and read this verdict of the antipodes: "There is no doubt that whatever has been said in way of praise of this book by the wheel literature of the world, is well merited. 'Ten Thousand Miles on a Bi.' has value, both to those who take an interest in cycling, and to the general reader, not only as a work of reference, but as a means of instruction, amusement and information. The dog's head is really a work of art."

THE *Spectator* does not seem to have many friends out west. The *Post-Dispatch* gives them this dig: "The *Spectator* says that a certain local wheelman must be the *Record's* St. Louis correspondent, because only he is mean enough to attack a certain St. Louis cycling editor. If meanness is the criterion for deciding the correspondent's identity, the charge that the *Spectator* men are furnishing the *Record* letters, is already established, as no one but the *Spectator* was mean enough to insult the entire Boston party that visited St. Louis last spring. That the insult was gratuitous, is shown by the *Spectator's* complete back-down. Certainly those who are mean enough to attack a body of visitors will not be too pure to attack an individual." Yes, and the WORLD was a "great, large, elegant" factor in securing that back-down.

"MR. LOUDEN, SR., also replied, endorsing Mr. Singer's remarks re keeping up Coventry reputation. * * * The *American-made machines*, he said, were only found in the South and West, and in Mexico. He had little fear but that Coventry would still keep up its name and reputation." The above is from *Bi. News*, and we place on record our disbelief as to Mr. Loudon ever having said anything of the kind, and we go further and unhesitatingly assert that we believe that *Bi. News*, with its well-known mendacity, has deliberately place these words in the mouth of Mr. Loudon, who is known to be an intelligent and well-informed gentleman. We are none the less aware that Coventry will still keep up its name and reputation as being unsurpassed in the excellence of its productions, but that does not necessitate the deliberate lie as conveyed in the italicized words.

Now that dear old wise bird, the "Owl," gets in his work and prates about handicaps, their disadvantages and the proper remedy. List, Oh list, to the wise words of Minerva's pet bird: "The only way to handicap and yet retain this feature is by a system of weight

carrying, corresponding with that practiced in running races with horses. In other words, instead of A allowing ten seconds or a hundred yards in the mile to B, let him give him so many pounds weight for the distance, and then let both contestants start from scratch at the same time. The carrying of the extra weight can be accomplished by attaching it to the saddle, and weighing the wheel before and after the race." We wot not but that the "Owl" has struck it, and we shall expect to see poor W. A. Rowe wobbling round the track under the extra weight of some 60 to 75 pounds, so as to allow his 3.20 competitors to have a show. We think the Owl's idea on excellent one, only we should like to move an amendment: Instead of making the man *carry* the weight, why not make him *drag* it? This method would have the double advantage of smoothing the track, and making things interesting for the fellows in the rear. Yet another idea (*any* thing for novelty). Why not have a patent attachment on a brake, by which so many pounds pressure could be applied on the tire, thus impeding the running of the wheel. We are chock full of suggestion on this same line as that of the Owl, and we have no doubt that with the hints we throw out and those of the bird of wisdom, "we two" shall be able to adjust this handicap business down to an allspice.

We remark with the greatest pleasure that the first place in England "our" John L. Sullivan made for was Nos. 139 and 140 Fleet street, the headquarters of the C. T. C., and the office of Mr. Ernest Shipton. We are well aware that some will aver that Mr. Sullivan visited the office of *Sporting Life*, but we are sure that it was the preconceived idea of the management that these two great men, the foremost man man of England and of America, should be brought face to face at the earliest possible moment. A late cablegram gives us the particulars and incidents of this, the greatest meeting of the nineteenth century. It tells how Shipton, in a voice choked with emotion, urged on John L. the advantages of at once joining the C. T. C., the beauty and *originality* of the badge, and above all, the great prestige that John L. would obtain by becoming the bosom friend of himself, the Great E. R. S. It is said that the Boston pet is not voluble when emotion stirs his soul, and on this occasion we hear he made no exception, but gazing on the Secretary's face with a "longing, Lydia Pinkham look," he fell on Shipton's neck weeping, thus bringing this interesting interview to a sudden, and we fear, fatal conclusion.

WHEELMEN will regret to hear of the death of the Hon. Hezekiah B. Smith, which occurred at Smithville, N. J., on Friday, Nov. 3, the immediate cause being neuralgia of the heart. Mr. Smith was well and favorably known wherever wood-working machinery is used, and was always enthusiastic in promoting the cause of cycling. Mr. Smith was a New Englander by birth. He came to New Jersey about 1834, and owned at the time of his death the entire town of Smithville. He had served creditably as a member of the New Jersey Legislature, and leaves a host of friends. His estate is valued at about a quarter of a million, and by his will he provides that the large machine shops at Smithville shall be kept in operation for an indefinite period, and also that the income from his estate shall be devoted to the construction and maintenance of a school for the free education of young men in mechanics. The trustees appointed by him to carry out this design are Andrew J. Smith, Charles H. Chickering, E. F. Burns, Joseph J. White, B. W. Storey, G. D. Fields, Benjamin Crozer, Eayre O. Lippincott, George Lippincott.

"JAY PHOEBE"—if I've struck the right man—I'd like to have an answer to my last letter. I thought the postal would fetch you, but "nixey fetch." If I've missed the mark, there's no harm done.

The Passaic County Wheelmen, of Passaic City, give a medal to the member of the club first making 3,000 miles in a season. Captain Romaine is the winner this year, the record at this date being as follows: Romaine, 3,075; W. D. Banker, 2,800; Fred Shuit, 2,300; Will Abbott, 1,500.

A GREAT howl has been made about Kluge riding on the Hudson County team. If Kluge was a four-minute man, no objection would be made, but the fact that he is as fast for twenty-five miles as any member of the "Alphabetical Association," makes it *very necessary* to "squelch him."

"As soon as a man becomes an expert, or a fast rider, fire him out of the amateur ranks," seems to be the idea entertained by some cycling enthusiasts. Well, gentlemen, if a man must be fired because he's fast enough to win prizes, why not apply the same rule to mechanics, and say that when a man becomes expert in a particular branch, and is thereby able to command a better salary than his fellows, that he should be ruled out of the trade.

THERE has been a "kick-up" and a "bust-up" in Trenton, and two clubs instead of one will be the outcome. For a long time, ill feeling has existed among the members of the old Trenton Bicycle Club, and last Thursday week it resulted in the disbandment of the organization. On the following night, however, one of the factions gathered and formed a new association, giving to it the old name, and articles of incorporation were immediately filed by the trustees. The opposition propose also to organize a club, and it will thereafter be nip-and tuck between them, for the honors.

THE 100-MILE TRICYCLE ROAD RECORD BEATEN.

FRIDAY, Oct. 21, C. W. Brown, of the North London T. C. and N. R. C. C., made a successful attack upon the 100-mile tricycle road record. The route selected was from the thirty-fifth milestone, one mile north of Hitchin, to the forty-fourth milestone three miles north of Shefford, then back to Henlow Crossing, and on through Biggleswade, Buckden, and Norman Cross, to the eightieth milestone near Peterborough, and back to Henlow Crossing, finishing at the thirty-sixth mile stone two miles north of Hitchin. The roads were in good condition, but the rider was troubled with a strong head wind on the outward ride. Brown was started at 10.30 A. M. by H. T. Whorlow, the timekeeper, and he finished at 6h. 1m. 46s. P. M., having accomplished the ride in the splendid time of 7h. 31m. 49s., and beating both Mill's and Webb's times. Brown was led from start to finish by pacemakers, all of whom did him good service, viz., W. C. Goulding and F. C. Brasnett, North London T. C.; J. Thresher, of Hollaway; and Messrs. Goodman, Rowe, and others, of Peterborough. Mr. Bidlake, C. T. C., assisted Mr. Whorlow at the finish. The machine ridden by the record-breaker was a "Wasp."

SAFETY RECORDS GO.

At a comparatively early hour on the Coventry track, Oct. 19, A. P. Engleheart made a very successful attempt to lower the safety records from 6 miles up to 20 inclusive. The day was calm, and he had good pace making. He rode 20 miles 474 yards within the hour. His mount was a "Brookes" rear driving safety, which machine now holds all the world's safety track records from one mile up. Timing was done by G. Ilston and H. Sturmeay. Below we append times, which are now track records for the safety:

MILES.	M.	S.
6	17	34 4-5
7	20	30
8	23	31
9	26	27 4-5
10	29	24 2-5
11	32	24
12	35	20
13	38	15 1-5
14	41	16
15	44	20
16	47	20 3-5
17	50	21 1-5
18	53	27 3-5
19	56	22 3-5
20	59	16 4-5

THE TRICYCLE RECORD FROM 21 TO 50 MILES.

OCT. 21st F. W. Allard started to do the world's records on his "Marlboro' Club" for 50 miles. At 40 miles he was 9 minutes ahead of record, but at this point a severe attack of cramp forced him to slow down, and only by the exercise of the utmost pluck did he manage to complete the distance within record time. He succeeded, however, having some 6 minutes to spare. The record times are given below:

MLS.	H. M. S.	MLS.	H. M. S.
21	1 06 07	36	1 53 53
22	1 09 12	37	1 57 13
23	1 12 18	38	2 00 31
24	1 15 25	39	2 03 55
25	1 18 32	40	2 07 21
26	1 21 41	41	2 10 49
27	1 24 50	42	2 14 20
28	1 28 01	43	2 17 56
29	1 31 15	44	2 21 45
30	1 34 25	45	2 25 27
31	1 37 36	46	2 29 16
32	1 40 52	47	2 33 07
33	1 44 05	48	2 36 53
34	1 47 20	49	2 40 32
35	1 50 35	50	2 43 53 3-5

THE 10 MILE ROAD RACE

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 3 men each from the Maryland Bicycle Club, the Baltimore Cycle Club and Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

New Rapid Bicycles.

POSITION AT FINISH:

	TIME.
1, H. L. Kingsland, Rapid Light Roadster,	30.44
2, Richard Whittingham, Rapid Light Roadster,	31.03 1-5
3, Walter Grescom, Rapid Roadster,	31.03 2-5
5, J. Kemp Bartlett, Jr., Rapid Roadster.	
8, E. F. Le Cato, Rapid Light Roadster.	
13, S. H. Shriver---fell---Victor Roadster.	

THE FIRST MAN IN WAS

H. L. Kingsland, Rambler Cycle Club, riding a

NEW RAPID LIGHT ROADSTER

In the marvellous time of

30 Minutes 44 Seconds.

The Fastest Time Ever Made in a Road Race.

SEND FOR CATALOGUE OF NEW RAPIDS.

SAMUEL T. CLARK & CO.,

2 and 4 Hanover Street, - - Baltimore.

Good Men on Good Wheels PUT THE RECORDS WHERE THEY STAY.

It is about a year since Stillman G. Whittaker made the following set of World's Records on the Crawfordsville course, viz.:

**10 Miles in 29 Minutes 13-4 Seconds.
20 Miles in 59 Minutes 35 4-5 Seconds.
100 Miles in 6 Hours 11-2 Minutes.**

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our Catalogue, and we claim, therefore, that they are remarkably significant, and demonstrate unquestionably the

EASY * RUNNING * QUALITY * OF * OUR * BEARINGS.

Then that performance of Frank Dingley's on the Lynn Track:

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.

Being 25 minutes better than the American record and 11 minutes better than the English record. Quite a number of attempts have been made to lower this by other makers since, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers.

Respectfully submitted,

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

Send for the last edition of our Catalogue.

COREY HILL RIDDEN 4 1-2 TIMES WITHOUT A DISMOUNT.

HAL GREENWOOD will have to come back to Boston and get back—if he can—the record for the greatest number of times Corey Hill can be ridden without a dismount. Last Saturday Harry Sherman, of Lynn, mounted a Springfield Roadster bicycle, and in the presence of W. A. Rowe, Charles Whitten, J. B. McCune, and a dozen other cyclists, started to see how many times he could ride Corey Hill without a dismount. He had accomplished the wonderful and unequalled feat of negotiating it four and one half times without a dismount, when his handle-bar broke and brought the trial to an end. At this time it was evident that Mr. Sherman was good for at least one time more, but as it is, he and the Springfield Roadster have accomplished something that it is likely will not be beaten for some time to come.

A WONDERFUL TANDEM RECORD FROM 26 TO 30 MILES.

DURING the remarkable attempt of Allard to cut the records for 50 miles on a tricycle, the *Cyclist* thus describes the wonderful ride of one of England's oldest and most respected riders. We quote the *Cyclist* account: "During the ride of Allard, F. S. Buckingham came out on a tandem with Major Knox-Holmes, 'just for a little ride,' as the Major put it, and, plodding till 25 miles were reached, they commenced establishing records from that distance upwards to 30 miles. The times, although nothing wonderful in themselves, established records which will probably never be beaten, the Major being in his 80th year, and likewise not in training. The united ages of the two men figure up to 115 years. A roadster 'Premier' tandem was used, and the Major expressed himself highly pleased with their ride, the last quarter having been done in 49s., which, as the Major informed us, was 'faster than he had ever ridden in his life before.' The times established as records are:

MILES.	H.	M.	S.
26	-	-	45 15
27	-	-	1 49 33
28	-	-	1 53 50
29	-	-	1 57 18
30	-	-	2 1 20

WEST PHILADELPHIA ATHLETIC ASSOCIATION.

The meeting of this association held last Saturday was successful, notwithstanding the strong west wind that prevailed. The bicycle events resulted as follows:

Novice race—(1) D. L. Douglas; (2) J. H. Crossley. Time, 3.25. F. E. Bechtold and J. G. Bradley were in the mile race for South End Wheelmen. The former won by twenty feet in 3.16 2-5.

A one-mile match race between J. J. Potter, of Camden, and H. C. Middleton, of Philadelphia, was won by the home representative, who showed to the front on the last lap by a very brilliant spurt. Time, 3.21.

I. Van Dusen had a walk-over in the mile race for members of the Tioga Bicycle Club. Time, 3.33 2-5.

The half-mile bicycle race for Philadelphia riders only, was won by T. A. Schaeffer, of the Pennsylvania Club, in 1.26 2-5; John G. Fuller, University of Pennsylvania, second; and I. Van Dusen, Tioga Club, third.

There were eight entries in the one-mile, three minute limit, but W. I. Wilhelm and H. B. Schwartz of Reading, and F. M. Dampman of Honeybrook, were the only starters. Wilhelm made the pace at the start, and held the lead until the fourth lap, when Schwartz showed a big burst of speed and finished first, Wilhelm second, Dampman third. Time, 2.58 4-5.

The event of the day proved to be the one-mile bicycle race for the 3.20 class. The ten entries were divided into two heats. The final heat found J. G. Fuller, H. Synnestveit and J. Van Dusen facing the starter. The men were well bunched for two laps, with Fuller having a slight advantage. Bechtold gained the lead in the third lap, and from this out it was a test of endurance. Fuller lapped Bechtold on the fourth lap, but it was only temporary. Both Synnestveit and Van Dusen spurred on the last lap and they beat Fuller in the last hundred yards. Bechtold won in 3.09 3-5, Synnestveit second, Van Dusen third.

J. J. Potter and H. B. Weaver, both of the Camden Club, had a spirited one-mile bicycle race, the former winning in 3.26 2-5.

The half-mile bicycle race for boys under sixteen years, was won by W. W. Taxis, who beat Murray Killiner, of Reading, in a close race. Time, 1.34.

T. A. Schaeffer, of the Pennsylvania Club; H. T. Harding, Vesper Club, and D. L. Douglas, of Reading, started in the one-mile bicycle race, 3.10 class. Schaeffer took a long lead at the start, and won easily. Time, 3.01 1-5.

J. G. Bradley, South End Wheelman, and I. Van Dusen, Tioga Club, were the only starters in the inter-club bicycle race. Bradley led for three laps, when Van Dusen spurred and took the lead. The pace was too fast for the latter, and Bradley easily regained the lead on the last lap and won in 3.15.

THE BICYCLING WORLD'S 100-MILE ROAD RACES.

As we rode out toward Brighton early last Saturday morning, the atmospheric conditions were not at all unfavorable to road racing. The air was clear and sharp, with scarcely any wind. However, as the time for starting the men in the 100-mile race approached, the wind increased in velocity, until at 9.33, the time the men were sent, it blew a cold gale from the west. The starting point for this race had been marked on Richardson street, Newton, 352 feet back from the two-mile mark, or about ten feet east of the hydrant on the right hand side of the street. The following men faced the starter for the 100-mile bicycle race: Samuel T. Hollingsworth of Russellville, Ind.; William Rhodes, of Dorchester; Frank Carmen, of Cambridgeport; Fred Midgley, of Worcester; G. L. Lyon, of Lynn; and P. J. Berlo, of Boston. The starters in the 100-mile tricycle race were A. Kennedy-Child and R. G. Beazley. After W. W. Stall had photographed, the word was given, and the men meandered off at an easy gait. On rounding into Washington street, the gale struck them with such force that it was all the riders could do to hold their own against the cold blast and the clouds of dust. In view of the condition of things, we had abandoned all hope of record time, and our only anxiety was whether the men could hold out against such a tremendous blow. The first ten miles the wind was right in their faces, then for about three miles it blew them along, the last seven miles it quartered. No one seemed inclined to cut pace, until Lyon lit out and began to draw away from the other men, who were riding in a bunch. By the time Wellesley was reached, Lyon had a lead of a quarter of a mile, and the others then began to pump along at a fair gait. Rhodes soon got a good lead, and at one time on the second lap, was three minutes ahead of the second man, Hollingsworth, with Carmen a good third. Lyons, in the meantime, had shot his bolt, and had to get away down in the rear, "nowhere" in the race. The second lap was made quite fast, and was a settler for Berlo and Midgley, who dropped out. In the meantime, Hollingsworth and Carmen had caught Rhodes on the third lap, and these men rode in close company for the remaining distance up to ninety miles, at which point Carmen, who had shown excellent qualities, began to weaken and fall behind. Rhodes and Hollingsworth alternated in the lead all the way, and though Rhodes tried several times to leave the Russellville man, he found the westerner sticking closer than a brother to his hind wheel. When it became evident that it would be a desperate race on the last mile, the excitement ran high, and Rhodes was named as the probable winner. It was pitch dark when the two men sped into the road between the two reservoirs, and the final effort was at once commenced. Faster and faster ran "Billy," and closer and closer came the Columbia man; each man was apparently doing his level best, but when near the granite gateway, Hollingsworth's friends shouted to him to make his effort, he responded in a way that took the breath away of his pacemakers and opponent. So fast did he run the last half-mile that his fresh pacemakers could not hold him, and though Rhodes responded to the spurt pluckily, he could not go as fast as Sam, who finished a good twenty yards in front of Rhodes, amid the greatest excitement. It was a splendid race, pluckily ridden by the three men, and splendidly won by Hollingsworth. The time was 8.14, not fast, but considering the tremendous wind, very good. Hollingsworth and Carmen rode Columbias, and W. A. Rhodes a Victor.

THE TRICYCLE RACE.

Child and Beazley were sent off with the bicyclists, and for a time they kept right along with them. Beazley, however, had not gone far when he stopped, not being able to push his machine against such a strong wind. This left Kennedy-Child all alone, but he determined to keep on and see what he could do with the American records. But for the collapse of his machine he would have made havoc with the 50-mile American record, at any rate, as he was within four miles of the fifty-mile mark, with fifty minutes to do the distance in, when the axle of his semi-racer broke off short, thus destroying his chance of doing anything. It was a great disappointment to his fellow-members of the Boston Club, and it was worse than an aggravation to himself, as he had put in good work training, and he had a record well within his grasp when his machine broke down.

The officials were: Judges—G. L. Haynes and R. E. Bellows; referee—J. S. Dean; timekeepers—T. E. Lambert and F. G. Gibbs; checkers—H. A. Leinhard, F. G. Gibbs, C. W. Fourdrinier, and W. S. Doane.

THE CLAIMED UNICYCLE RECORD.

W. B. EVERETT & Co. are in receipt of a dispatch from Denver, Col., which states that C. C. Hopkins made 12 11-16 miles within the hour, riding a 53-inch Apollo unicycle. Mr. Everett informs us that the particulars will be forthcoming by mail in the course of a week.

NEW YORK AND NEW JERSEY INTER-CLUB ROAD RACE.

(Special Dispatch to the Bicycling World.)

THE fourth semi-annual road race of the New York and New Jersey teams' Road Racing Association on the Irvington-Milburn course, started at two o'clock yesterday (Nov. 8), and the Kings County Wheelmen again captured the cup. The individual prize was captured by Kluge, who made the twenty-five miles in 1h. 31m. 3 1-2s. At five miles he was 46s., and at ten miles, 1m. 25s. ahead of Stenken, who shortly after kicked a ratchet box out of his Star, and mounting another wheel, he finished in 20s. Harry J. Hall did not ride. Warner, of the Ilderans, fell and cut his head at the sixth mile, but finished. Smith, Hudson County Wheelman, broke his Star and finished on a crank. Baggott, Hudson County Wheelmen, fell and cut his knee on a spurt. In the Kings County Wheelmen: Knox, 1.42.45; Wilson, 1.38.52; T. J. Hall, Jr., 1.37.30; Marion, 1.43.29; 73 points. Brooklyn Bicycle Club: Todd, 1.43.19; Mead, 1.39.37; Williams, 1.47.47; Waters, 1.40.30; 65 points. Hudson County Wheelmen: Kluge, 1.31.03 1-2; Baggott, 1.42.35; Smith, 1.50.40; Stenken, 2.00.18; 52 points. Ilderan Bicycle Club: Bradley, 1.36.21; Schoefer, 1.47.36; G. L. Warner, 1.59.05; Clan, 1.56.50; 44 points. Elizabeth Wheelmen: Berry, 1.47.05; Bowman, 1.42.12; Gilbert, 2.00.22; Jenkins, 1.54.43; 39 points. Union County Wheelmen: Rhett, 1.50.00; J. E. Warner, 1.52.44; Burnet, 1.49.03; Farrington, out at 20 miles; 26 points. The Hudson County Wheelmen team rode under protest, and Kluge will not get first medal until Executive Committee decides the question. Cold wind blowing clouds of dust in the riders' eyes, with bad roads, kept the time down.

THE STORY OF WHITTAKER'S GREAT RIDE.

LAST week we had barely time to print the certificates in this case, and this week we present the story of Whittaker's great ride. As intimated last week, we have written West for further information, which up to the present writing has not come to hand, and we fear will not reach us in time for this week's issue, as part of the information includes a draft of the course, giving suitable roads, and how they were guarded. As this draft will have to be reproduced for printing in the paper, we fear that this issue will have to go without it. Now for the story as told by an eye witness:

"The start was made promptly at 1 o'clock P. M., the pistol being fired by Mr. W. J. Rosbro, City editor *Argus News*. At the crack of the pistol, Eck gave Whittaker a good send off, and in a short time he was out of sight. The officials were all carefully selected, and each man at his post on time. The weather was all that could be asked for, not a breeze was stirring. The night proved to be almost as light as day, and was quite warm, in fact, the weather could not have been better; it seemed as though Providence had done all it could for the plucky rider who had undertaken such a hard task. Each time he made the round trip he was received with cheers and everybody seemed to take great interest in his attempt. The farmers would drive their horses into the ditch to give him all the road, and they even turned out and raked the road in rough places. The bicyclists in from the town were astrid on the road at all hours of the day and night, as no one seemed to desire sleep.

One little incident happened in the early morning, which came near putting an end to this great performance. Something was seen running up the road; Whittaker remarked to Dingley, "there goes a gray squirrel." Dingley replied, "no, it's a skunk." Whittaker, not dreaming of the result, ran up alongside of it, and got his reward in full. When he came to the tent on that trip he had all the room he wanted. Eck would not change his clothes for fear of his getting chilled, so the poor boy had to go on with the same clothes on as before, consequently at 287 miles he was taken violently sick, and was about to cry quits; it seemed as though he could not go on. Dingley shook him up, however, got him started once more, and he held out pluckily to the end. About 12 o'clock Friday, teams, carriages, bicyclists, and pedestrians were seen heading towards the finishing point to see Whittaker come in. At twelve minutes past twelve he was seen coming over the hill; he was quickly turned round, and all hands made after him out into the country. Such a dust has not been raised round here for some time, the road being full of carriages, bicyclists and pedestrians. He rode out as far as the four-mile stake, when he was checked by Mr. Wm. Ovington,

who had followed him on his bicycle. Then every one made a scramble for the finish, but by this time a breeze had sprung up, the first since the start, and it blew directly in the rider's face, which made it hard pushing. At the top of the hill he had four minutes to spare, but his speed was gone, and he finished quite weak, crossing the line, having travelled the greatest number of miles ever made on the road in twenty-four hours. He was loudly cheered by the crowd, who surrounded the hack which bore him, Dingley and Eck to the hotel, where he was well looked after. He was in a thoroughly exhausted condition, and he had lost seven pounds during the ride." Saxon.

MANCHESTER BICYCLE CLUB ROAD RACES.

THE Manchester Bicycle Club held its handicap road race on Wednesday, Nov. 2, for the following prizes: 1st prize, gold medal, donated by the club; 2d, silver medal, donated by Chief Consul Bennett; 3d, cut glass berry dish, donated by Clint. A. Moore. The course was 6 11-16 miles, over the Mill Dam and Fletcher's Island road, starting and finishing at a point near the shoe shop in East Manchester. There were ten entries and seven starters, with the following handicaps: D. E. Price, 7 minutes; A. E. Eastman, 6 minutes; F. O. Moulton, 4 minutes; H. M. Bennett, 3 1-2 minutes; J. E. Newton, 3 minutes; C. H. Fish, 2 1-2 minutes; Moses Sheriff, scratch. Price's handicap was such that he kept out of sight of everybody, and easily won the gold medal. Newton, by good riding, passed Moulton, Bennett and Eastman, and captured the silver medal. Eastman, who proved the dark horse, took third prize. Fish passed Bennett a mile from the finish, and he and Moulton came in the last mile together, being tied for fourth position. Sheriff was expected to take a prize, but took a bad header on a rough hill near the Mill Dam, and came in a badly used-up condition. Bennett was awarded the leather medal, to be won on all club runs. The following times were made: Newton, 34m.; Fish, 34.40; Price, 35.55; Sheriff, 36.00; Moulton, 36.10; Bennett, 36.15; Eastman, 37.15. C. D. Palmer was handicapper. Both medals will have to be won three times, in order to become personal property. Price was presented with a hat by H. M. Moody, and Newton with a pair of slippers by Philbrick and Webster. The club will hold a series of short races Thanksgiving Day. C. H. F.

HARE AND HOUND'S RACE.

THE Boston Bicycle Club will give, on Thanksgiving Day, a hare and hound run, open to all cyclists. From the entries, one or two hares will be selected. Two medals will be given as prizes. Entries close Tuesday, Nov. 22, and may be made to E. G. Whitney, Captain, 36 St. James avenue.

W. E. CRIST.

THERE is no doubt but that the man whose name heads this article is one of the most prominent of those who race in the amateur ranks, and any information in regard to the speedy Washingtonian, will be read with interest. A reporter of the Washington *Evening Star* has been collecting some facts in regard to Mr. Crist, a portion of which we reprint herewith:

Crist is not yet twenty-one years old, and the knowing ones say that no one can tell what he will do when he reaches his prime, and has been carefully trained. He has been riding a wheel about five years, but has been on the track only three years. His first race was in 1884, when he entered the three-mile novice in the spring races of the Capital Bicycle Club. He finished second to Webster, the star rider of Smithville, who was riding in his fifth novice race. Crist's performance on that day satisfied all who saw him that he was destined to become a speedy rider. He was the happiest boy in Washington, and to-day prizes the silver medal he won by getting second place more highly than any of the hundred he has since captured. From that time he has steadily improved. Now he is a young man five feet nine inches in height, weighing ordinarily about 170 pounds, in training less than 160, thoroughly athletic in build, and, above all, of excellent habits. He has the strength, the endurance and the confidence of a splendid racer. He is well developed throughout, without a weak spot about him; although, if anything, his legs are his best points. When he strips for a race the muscles of his arms and chest show up well, but his calves look like a bundle of whip cords, while the muscle just above the knee are abnormal in their development.

THE CRIST SPURT.

All these good points combine to enable him to make his remarkable spurt at the finish, which has so often carried him to victory. No matter how hot the pace is, he is never so winded that he cannot go faster when coming down the stretch. The Crist spurt has dis-

heartened many a flyer who was confident that the victory belonged to him. Crist is generally satisfied if he can hold his man up to the last quarter. Then he lowers his head so that his nose almost rubs the tire, and spurts like a demon. Neither he nor anybody else can keep such a pace long, but he is generally able to keep it long enough to pass his man like a flash, and hold him back until the line is crossed.

AN OPINION OF A RIVAL.

Phil. S. Brown has ridden with and against Crist oftener than any other rider. He accompanied him in nearly all his racing tours during the past season, and he regards him as head and shoulders above all amateurs. "Crist's final spurt," said he to a *Star* reporter, "is the secret of his success. He never knows when he is beaten, and is, therefore, never too tired to make it. I have often tried to make the pace so hot that the spurt would not be forthcoming, but have generally failed. I have become used to it now, but the first time I met him on the track I thought I had the race. When in the last quarter, however, he passed me so fast that I felt as if I was standing still. I have since learned that the spurt is but of short duration, but it generally takes the heart out of a stranger, and he doesn't try to even hold him."

HIS DEFEAT BY RICH.

Although Crist is generally regarded as the champion amateur, he does not hold that title, for he was beaten in Cleveland in the one-mile championship race by Rich of New York. Crist himself does not think he was beaten. The majority of witnesses thought that the race ought to have been ridden over again, so close was the finish. Crist spurted in the stretch, and the two wheels crossed the line almost simultaneously, but the Washington boy was riding the faster, and a rod after the line was crossed he was a length or more ahead. A good many people think that Crist held his opponent too cheaply in this instance, and was not in the best condition. At any rate he showed superiority later by easily defeating Rich at Hartford in the mile race, and by leading him nearly a hundred yards in the five-mile lap race. He met Rich in four races, and won three of them. Another man who succeeded in winning a race from Crist this year was Powers, of Canada. Before closing the season, however, Crist endeavored to get up a match race between Rich, Powers, and himself, each to offer the championship prizes won by them as trophies, but neither would accept the challenge. The Washington flyer has won nearly a thousand dollars worth of prizes during the past season, and his room is adorned with pictures, clocks, and all kinds of decorative and useful articles which he captured, while a bureau drawer is entirely full of medals in cases.

CRIST'S RECORD.

His best mile was in 2.38 1-5, made at Roseville in the one-mile 2.45 limit race. During the season he has ridden in fifty races, winning thirty-eight first prizes, eight second prizes, dropping out of three handicap races, and having one fall which prevented his mounting his machine.

The following is his record: Woodstock, Ontario, four races, two winners, two seconds. Hagerstown, Md., three races, two winners, one fall. Championship, five miles, Washington, D. C. Baltimore, Md., five races, four winners, one second. Wilkesbarre, Pa., seven races, six winners, one second. Cleveland, Ohio, seven races four winners, two seconds, dropped out of one handicap. Roseville, N. J., August 20, four races, four winners. Williamsport, Pa., five winners. Hartford, Conn., two winners. Roseville, N. J., September 17, four races, three winners, dropped out of one handicap. Albany, N. Y., two races, one winner, dropped out of one handicap. Atlanta, Ga., five races, four winners, one second. Baltimore, one second.

A NOVEL BUSINESS CALENDAR AND STAND.

By far the most novel, convenient, and valuable business calendar for 1888, is the Columbia Bicycle Calendar and Stand, to be issued by the Pope Manufacturing Company of Boston, Mass. In this calendar a new departure has been made, decidedly unique, and different from any previous attempt in calendar construction. The calendar proper is in the form of a pad, containing 366 leaves, one for each day in the year, to be torn off daily. The leaves are five and one-half by two and three-fourths inches, and a portion of each leaf is left blank for memoranda, so arranged that the memorandum blank for any coming day can be turned to immediately at any time. The pad rests upon a portable stand, which takes up but little more room than the pad itself, and when placed upon the desk or writing-table the entire surface of the date leaf is brought directly, and left constantly, before the eye, furnishing date and memoranda, impossible to be overlooked. Besides the month, the day of the month, and the day of the week, the numbers of the days of the year passed and to come are specified, and upon each slip appears, as in the previous Columbia calendars, quotations pertaining to cycling from leading publications and prominent writers on both sides of the

ocean. The notable events in cycling are mentioned, and concise opinions of medical authorities; words from prominent wheelmen, including those of clergymen and other professional gentlemen; rights of cyclists upon the roads; general cycling statistics; records; the benefits of tricycling to ladies; information about costumes; directions for road-making; and other matter interesting to the public in general, and to the cyclist in particular, appear from day to day. In fact, it is an effective, attractive, and fresh cycling encyclopædia, crowded into convenient measure. A matter worth stating, is that all of the paragraphs are entirely new from previous years' calendars, and that, although there seem to be but little when read from day to day, altogether the items would make a medium-sized pamphlet, and, added to the collections of other years, a large volume—a collection of quotations which shows how popular and universal cycling is getting to be all over the world.

SOME "WERSSES" ON THE RACES.

LAST Saturday evening after the 100-mile race, while wandering round the reading room of the Faneuil House, we picked up an old envelope on the back of which we found the following, written in beautiful chirography of A. K.-C.:

"I never knew a little trike,
To glad me with its easy way,
But when I came to push it hard,
It was sure to go and break its bloomin', bally axle, and
let me down when within easy distance of knocking
a record."

[We cannot exactly admire the utter disregard of meter in the above, but it has a Walt Whitman flavor, that will, no doubt, please some. The tender pathos is undeniable.—Ed.]

We were led by the finding of this gem, to see if we could not get our muse to grind out something tart, and we think we have succeeded, as follows:

Young Sammy came out from the West,
And he said as he pulled down his vest:
"Gee whizz! on my jigger,
I cut quite a figger,"
And he ran right away from the rest.

Here's another of the same delicate flavor:

The Colonel, he sat in his chair,
And he lifted his hat in the air.
When he heard of the race,
And Hollingsworth's pace,
He remarked, "Ah there, my size!"

[Unfortunately "poetic license" does not stretch far enough to admit that the last line rhymes, but as our regular poetical editor had gone out to fill the growler, we had to do the best we could.—Ed.]

Still another suggests itself:

There was a young man of Dor-ches-tah,
Who remarked, "I can win on my Vic-tah."
But though he was tuff,
He stopped in a huff,
And his 58-inch, it was left-ah.

Not wishing to be partial, we turned the crank once more:

There was a young man who ran third,
(And all said that he rode like a bird.)
Frank Carmen's his name,
And he rode for pure FAME,
But the PRIZE he would much have preferred.

Still another twist:

A man nam-ed Lyons, from Lynn,
Whose l—gs were exceedingly thynn;
He led at the start,
In a way that was tart;
But in consequence of Boreas, dust, and a combination
of circumstances, among which was his inability to
ride fast enough so as to get to the 100-mile mark
within the time limit of three weeks, he failed to
score a victory.

[Again we miss our poetical editor, who has just gone down stairs to "see a man."—Ed.]

And last, but not least:

The Referee's name it was Dean;
But seldom, alas, was he seen;
They looked in the bar,
('Twas not very far,)
And there they found Referee Dean.



BENT BACKBONES.

Editor Bicycling World: In answer to Mr. Fisher's letter about crooked backbone and its remedy, I would say that if Mr. Fisher is not mechanic enough to know where to find the difficulty he ought not to be trusted with repairing same when found. If we all knew everything the world (no pun intended) would be ready for the millennium. The trouble is liable to be in any part of the machine, and generally can only be located by experienced observation. In some cases it baffles the oldest heads in the shop for some time.

In noting the charmingly egotistical way in which our friend claims that he "knows something about it," I would mention that I have been a rider for nearly ten years, and have been in the business almost all the time, handling thousands of various wheels, and yet strange to say, invariably find that I do not know as much to all appearances about wheeling as the riders who have ridden shorter times and gained large invoices of knowledge from paper and ink. By the way, will you kindly let me know how to mend my watch—the hair-spring has strightened out? If I knew just where to bend it would be able to repair properly.

"INEXPERIENCED OLD RIDER."

HOW TO LOCATE AND REMEDY THE BEND IN BACKBONES.

Editor Bicycling World: In reply to Mr. Fisher's query in your issue of October 28th, allow me to suggest the following method of determining why the wheels do not track: Lean the bicycle against a wall, and take a position in front of it, and lower than the centre of the large wheel. Place the nose in the plane of the wheel, with one eye either side thereof, and you can accurately see whether or not any portion of the backbone is in said line. If the wheel runs true and in the centre of the fork, it is evident that the forward end of the backbone is in the wheel plane. Now hold the wheel so that the middle portion of the backbone is in the said plane, and a glance will show whether the lower end is out or not.

To repair without tools, lay the bicycle down on the side toward which the lower end of the backbone is bent; place a block under the lower end of backbone and apply weight on central portion of backbone. If the bone be oval, better lay a piece of board on it so as to avoid the slight risk of bending it. The application of weight as directed will tend to lift the wheel from the ground, which tendency must be resisted until the neck bends back to the desired position.

If a strong vise is accessible, remove the backbone from the head, grip the neck firmly in the vise, and use the bone as a lever. The application of heat will cause it to bend more easily, and with less injury to the metal.

Backbones seldom bend; but side-wise bends can be detected by laying the bone on a plane surface and noting if both sides lie down alike. A table is a good surface, because the rear fork must, of necessity, project over.

If both neck and bone are straight, the fault may be in the head or rear fork. If in the head, it can be seen by sighting down the head in the plane of the wheel, and will usually be found where the fork side joins the head. Remove the wheel, grip the head in a vise, and bend each side back separately.

If in the rear fork, place a stiff lever through the fork while the wheel is therein, and twist until the wheels are in the same plane, which can best be determined by standing the bicycle on its head, and sighting from behind the small wheel, instead of from before the large one.

There are other methods of finding bends, but this is the handiest, and, like shooting a rifle, is capable of great perfection.

CHAS. E. DURYEA.

Washington, D. C., 5 November, 1887.

W. C. HERRING, the New York wheelman, is in London, studying medicine, at St. Bartholomew's Hospital.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

MR. ELIOT TODD, of St. Louis, is off on a three-months' tour on a tricycle. He goes to Louisville, Atlanta and New Orleans, thence back to St. Louis by some other route. If Mr. Todd accomplishes this, he will hold the long-distance touring tricycle record for the United States. The distance travelled over proposed route will be in the neighborhood of 2000 miles. He will ride a two-track machine.

THE past month has been remarkable in the English record-breaking annals. First, Mr. and Mrs. Smith broke the tandem records from 21 to 25 miles, and now, Major Knox-Holmes, a gentleman of 80 years of age, with a companion of 35 years, establish the path tandem records from 26 to 30 miles. The last quarter of the 30 miles was done in 49 seconds.

THE Coventry Machinists' Co. seem to be piling up records for their machines lately as will have been noticed by referring to this week's issue and several late issues giving English records.

"It will, no doubt, be a novel thing to your readers to hear that the 'iron wheel,' the pride and glory of every true-hearted British rider, has been lately the cause of raising a religious discussion amongst the ecclesiastical authorities of the Jews in Italy. As it is well known, bicycles and tricycles are in great vogue in Italy, and they have been introduced as a speedy means of transport in the army, which contains a large number of Jews. Now, the majority of the Rabbis will not permit the Jewish soldiers to ride a machine on their Sabbath, arguing that a ride on a machine is a fatiguing exercise, and comes within the category of labor. The more enlightened of the Rabbis, of course, oppose this argument, from the standpoint that riding a velocipede, far from being a fatiguing exercise, is, on the contrary, a most pleasant one. Well, is it not curious that the dear, innocent cycle should be transformed into a block of stumbling to the Jewish Rabbis?"—*Cyclist*.

THIS is the way the Philadelphia *Item* looks at it: "This second New York snubbing business is but one step in the march of events towards the inevitable, and that inevitable is the evolution of strong self-governing State Leagues instead of one unwieldy, and therefore almost of a certainty ill managed, national organization."

WE hear that the Overman Wheel Co. will manufacture their own tricycles and safeties for next season, but that the Ames Co. will continue to manufacture their ordinaries, for a time longer, at least.

THE attention of manufactures is now turned to the question of how to overcome the chief fault of the rear-driving safety, namely, the difficulty of steering. That this fault will be overcome to a very large extent, there is no doubt. The latest claimant to having solved the problem is a Mr. H. Wilson of Quick Road, Cheswick, England. The details are not yet made public, but as soon as they are we shall catch on to them and give our readers the benefit.

THE King bicycle does not seem to materialize, although it has been promised for a long time. We now hear that Reber & Saich are to bring out a wheel of their own.

THE New York Bicycle Club shows a very good total mileage up to Oct. 31, it being now 22,432. They are anxious to strike the 25,000-mile mark before January 1st. Mr. E. J. Shriver shows up with an average of 31 1-2 miles per day, and J. O. Jiminis with 39 9-10 miles per day.

THE Philadelphia *Item* is talking up the idea of State Leagues, instead of a national organization. This may be all very well for the large States, but it will be death to such Divisions as Louisiana and California, for instance.

THE Long Island Wheelmen have gone into winter quarters, and very fine quarters they are. The new club house is situated on Bedford avenue. The house is a beauty architecturally, both outside and in. Luxury and excellent taste are evident in every part of the structure, and the Long Island Wheelmen can rest happy in the knowledge that they occupy one of the most convenient and beautifully appointed club houses in the country.

THE lady tricyclists of Providence do not like to give up the idea that they cannot have any more excursions, so as a final effort they determined to have a run last Tuesday. Starting from the club house at 8 A. M., they wheeled to "What Cheer Cottage," Roger Williams Park. The return was made to Providence in good season, and a collation was served the hungry riders at the club house.

THE Atlanta (N. J.) Wheelmen have done a wise thing in securing Mr. Charles Dickens to give a reading in Association Hall. This step ought to be one whereby the coffers of the Atlanta Club will be filled to overflowing.

COVENTRY MACHINISTS' CO., LIMITED.

On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, BEATING THE EXISTING RECORD FOR 10 MILES BY

One Minute 56 $\frac{2}{3}$ Seconds.

Covering the whole distance in

27 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

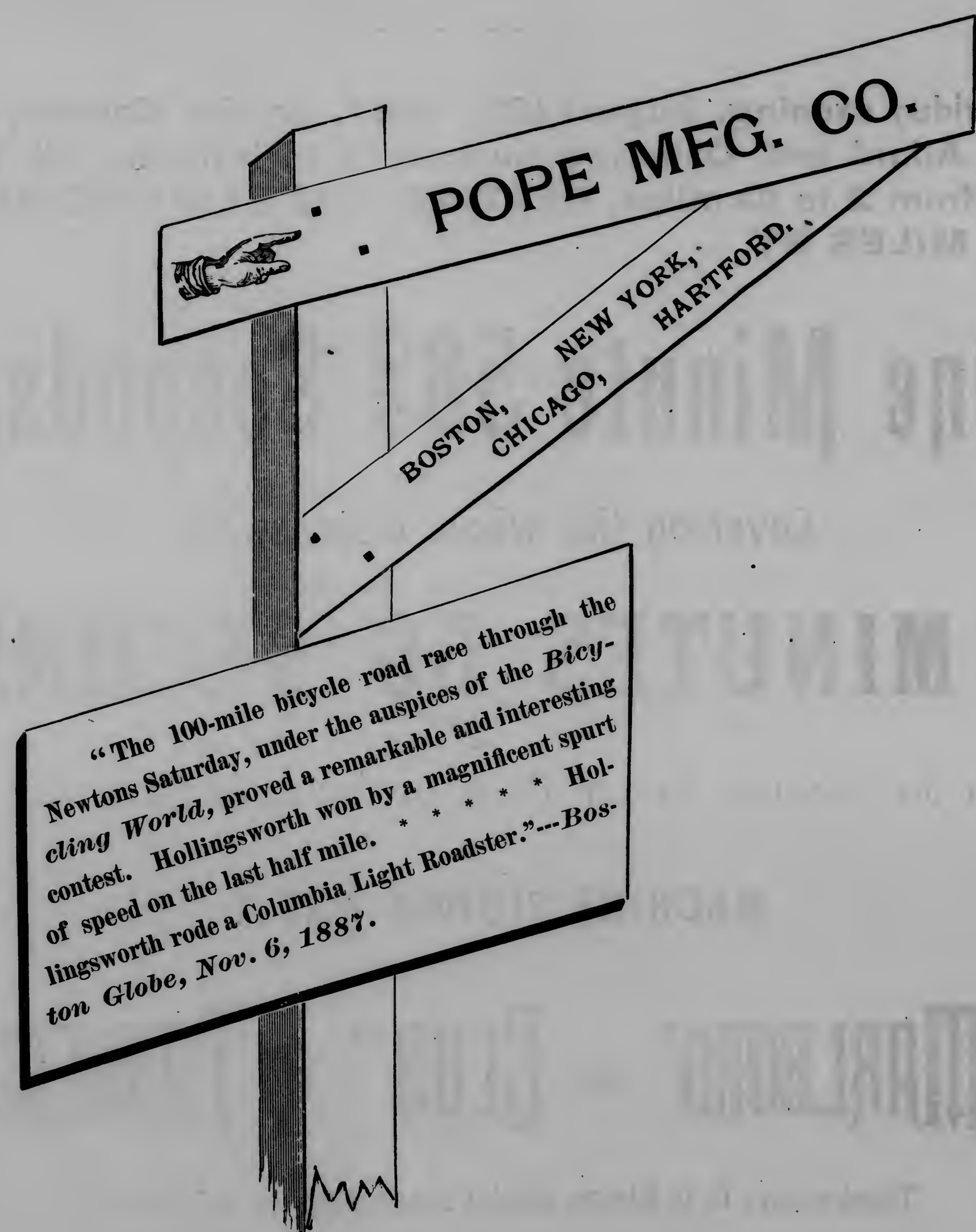
MACHINE RIDDEN WAS A

"MARLBORO' * CLUB * TANDEM.

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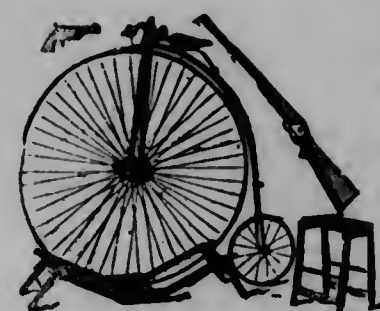
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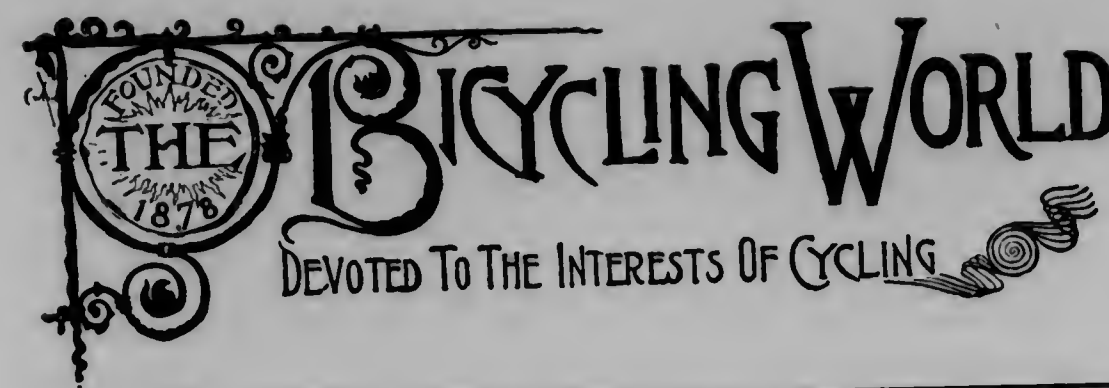
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 18 NOVEMBER, 1887.

WE are not pessimistic, usually, in the view we take of matters and things, but when we contemplate the possible visit of a European team next season, we are led to ask ourselves, "where will we have them race?" "Senator" Morgan has in view the bringing over an aggregation of European talent, but it behooves him to see if he can get tracks to race on. In the matter of the Lynn and Roseville tracks, a change of proprietorship may mean a change in the use of the land. This, however, is yet a problem, and we only hope that the new proprietors of these two tracks will be able to see it to their advantage to cater to the cycling element, and keep up the condition of the paths. The Springfield track will have been in disuse nearly two years, and two years without care, in this climate, practically means destruction. The advent of a half a dozen of the best men of England and Continental Europe, would do much to galvanize the lagging interest in racing, and we only hope that the Senator will be on hand with his team, that Rowe will not find the joys of domestic life so powerful as to forbid his appearance on the track, and that Springfield, Lynn and Roseville will be rescued from the shade of disaster and neglect under which they are struggling; so that the racing season of 1888 will be remarkable for its brilliant history in the United States, as the past year has been a record year for dullness and stupidity.

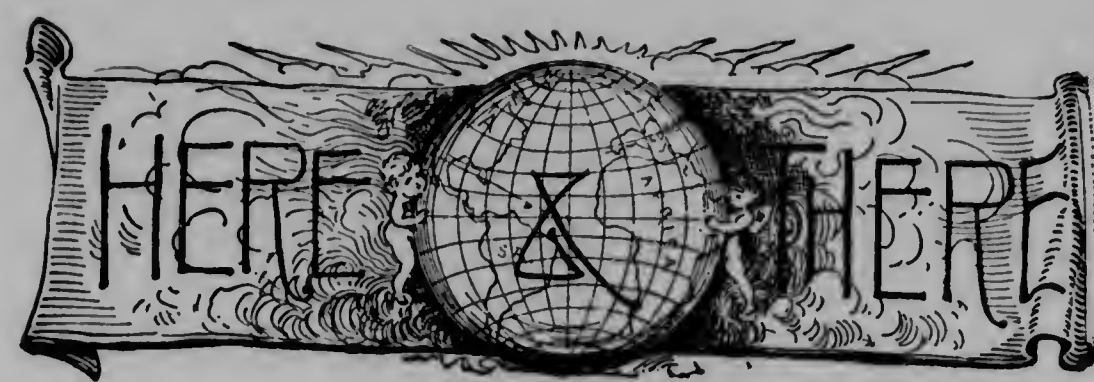
WE append below a decision rendered in the courts, which is right in line with the position the WORLD has held, that the League had a right to expel its members for any infraction of its rules. It always seemed to us to be a good law, which holds that any club or society can try under its own rules, and, if found guilty, expel a member who, in any way, has broken the rules of the organization of which he is a member. We may take exception to some rules as not being wise, just, or sensible, but if any man joins a club, the rules of which make the wearing of a blue necktie cause for expulsion, he must not growl if he is called on to pay the penalty of his rash act, without expecting the law of the land to step in and order a stay of proceedings. Here is the decision:

"A recent decision by Judge Barrett of the Supreme Court of New York in regard to the rights and duties of club members, proceeds upon the principles of common sense and of justice. A member of the New York Club, one of the chief associations of the kind in that city, was cited to appear before the board and show cause why he

should not be expelled. He was accused of having obtained, by a promise which he afterward failed to keep, payment for professional services rendered to the club, and also of prevarication and other questionable conduct in the affair at a later stage. Thereupon, the accused member, asserting that the board was composed of his enemies, brought a bill in equity, alleging that the charges against him are false, and praying the court to issue an order restraining the club from expelling him. The by-laws of the club, however, provide for a trial in such a case within the club itself, and under rules framed for that purpose. The plaintiff, therefore, when he joined the club, submitted himself to its jurisdiction, and cannot invoke the aid of a court without undergoing a trial according to the laws of the club. All that a court of equity can do, and so much Judge Barrett declared it will do, is to see that a member of a club, against whom charges are preferred, shall have a fair trial in accordance with the rules of the body."

THE racing man of the future will be an entirely different being from what we are at present used to. The training of the muscles and the strengthening of the wind will be absolutely ignored, and the brain will be the portion of the human anatomy that will alone receive attention. Brawn and staying qualities will be held at a discount, and instead of a contest of speed and endurance, which we poor mortals of low tastes still love to witness on the racing path, races hereafter will be conflict of intellect, a struggle between tacticians. We draw this delectable conclusion from the fact that Hillier preaches the doctrine of loafing and tactics as being the proper caper, and Prial says "Amen." We regret this much, as we shall miss the fine athletic forms usually to be seen at race meetings, and in their place we shall have to school ourselves to the unaccustomed sight of racing men displaying abnormally developed skulls, and painfully attenuated trunks and limbs. The development of breathing capacity, and of the *rectus femoris* and the *vastus internus*, etc.; will, in the knowledge of the modern trainer, be as so much useless trash, but the study of phrenology will become a necessity in the education of ye trainer of the future. What particular traits will be required to make up the most successful loafer and winner (we suppose we should say *tactician* and winner) we cannot as yet determine. As our phrenological chart lies before us, we feel that we ought to try and give our readers some sort of combination whereby they could guide themselves as to what will go to make up a successful racing man of the loafing (we mean tactical) pattern. We must confess, however, to being entirely at sea as to what will be the correct make up of this prodigy of the future, but we can see that the components must include "casualty," "self-esteem," "secretiveness," and possibly "acquisitiveness." We think, however, that as the *News* and the *Wheel* have put there seal of approval on the loafing tactics, and the ban of their disapproval on the athlete, who vulgarly wins a race by grit and speed, they ought to furnish a waiting world with a correct list of "bumps" to be developed, and some method, other than by headers, of "how to develop." We bid a long farewell to the hearty, robust racing man of the past, and offer our hand in welcome to the dyspeptic, large-headed, scraggy-limbed racing man, who, in future, will dominate our racing paths a la Hillier and Prial.

THE Dorchester Club held a very successful progressive euchre party last Tuesday evening. Club members and their friends were out in full force, and six prizes were awarded the lucky winners. It is proposed to alternate progressive euchre with drive whist, every other week. This club will give a road race, five miles, for boys and living in Dorchester, on Thanksgiving Day, starting from River and Washington streets, Milton, at 9 A. M., sharp. After this race, a hare and hound paper chase will be given starting from the same point. All cyclists are invited to attend. Hares to be selected at the start. On Dec. 15, the club will give a social at Lyceum Hall, Dorchester. Dancing from 8 to 12; Richardson's orchestra. Entertainment Committee—C. I. Drake, W. S. Doane, W. Clapp, W. S. Shellenbach, and H. Mears.



WASHINGTON NOTES.

"RAMBLER."

The latest "fad" in tricycling in this city is the organization of a military company mounted on the prancing three-wheeler. Mr. A. F. Dinsmore, a very ardent tricycle rider, suggested the idea to the commander of the District troops of forming a company to join the District militia mounted on tricycles similar to companies now in the French and German armies, and receiving encouragement, a meeting was called to effect an organization. Quite a number of riders met and decided to form a social club, with the ultimate object of becoming a part of the military system. The usual committees were appointed to select a name, draft a constitution and by-laws, and the movement starts out auspiciously. The question as to whether bicycles or tricycles would be best suited was discussed, and the tricycles were in the majority, though it is possible that the bicycles may be added to do duty in cases of "watermelon" or "persimmon rackets," or in charging on the natural enemy—the road hog—when such valorous duty is required.

SPEAKING of persimmon rackets, Have you ever been on one? Presume not, however, as it is a fruit which does not grow much farther north than this. The persimmon, after being touched up by Jack Frost is rich and luscious, and is a great favorite with some of the Cycle Club boys—particularly Capt. Smith. Last Sunday a good half dozen of that club started out for a run to a new suburb known as Takoma. On the way out they met their Captain and mentioned persimmons, at which he immediately "about faced"—all movements are now made by military tactics—and promising to overtake them as soon as he could after changing his clothes for his riding habit—a "habit" he has when going on a run (N. B. This is not one of Bassett's puns!), they continued on, knowing he would not be far behind. The ground was reached and persimmons were found, and in a short time the tree was denuded of its fruit, and yet Smith had not arrived. A half mile farther on and the Captain overtook them in time to assist in stripping another tree. This one proved, however, not so good, and so the fellows generously allowed the Captain his full share, at the same time expiating on the richness of their first find. But Smith took the best to be had, and after making a good square meal on persimmons said he would like to "Take-home-a" (Takoma) basketful—but he had no basket. The run was much enjoyed, and good time was made on the return trip, as the hour for dinner was approaching. There was but one thing to mar the pleasure of the run—Newman did not take his customary header. [Our "punometer" showed signs of rising storm while our proof reader was correcting the above paragraph. We must ask "Rambler" to have a care, as our constitution cannot stand many such strains.—Ed.]

NEWMAN, of the Cycle Club, holds the record for the championship on "headers." He has already bankrupted two accident insurance companies, and now he is rated "extra hazardous," and agents give him a wide berth. Naturally a good rider, and a clever gentleman, he is most unfortunate, though, happily, his accidents have not been very serious, and as he is devoted to the wheel, have not yet frightened him off.

At the recent meeting of the Cycle Club, the civil service reform idea was carried out, in the promotion of the Vice President, "Lord" Burden, to the Presidency, made vacant by the resignation of E. G. Pettengill. The nomination was unanimous, as "Burdy" is well-liked, and he will make a good officer.

The regular Thanksgiving Day run bids fair, if the weather is pleasant, to be a red letter one. The L. A. W. Division intend giving a general run, and have invited the Baltimore Wheelmen to participate, and as they are a lot of jolly good fellows, the occasion will be mutually pleasant. At night the Amusement Committee promise an improvement on the ordinary "Smoker," and the talent of the Division will be called upon to show off their acquisitions. The photographer and the "funny man" are both preparing their instru-

ments—of torture—and the friends of the afflicted will be notified in time to prepare themselves for the result.

TALKING with a prominent wheelman to-day, he says that the handsome club house of the Capital boys has been detrimental to their riding interests. The house is so attractive that the members prefer enjoying its pleasures to taking the long runs so popular in days past. It would seem that the interest in the path and track had waned, as at the recent races at Baltimore, in which Crist and Brown of that club entered, but a single member was there to throw up his hat for them, when they came in winners of a good race. After all the "old cone-bearing" days were not without their advantages, as then the wheel was in constant use, and good-fellowship and rivalry was paramount.

"How dear to my heart are the days of 'bone-shakers,'
When fond recollection presents them to view;
The runs that we had, and the headers and acres
Of ground we plowed up when our Columbia was new."

PITTSBURG and VICINITY.

"DUQUESNE."

PROBABLY one of the most shallow editorials it has been our fortune to read, is that in *League Bulletin*, Nov. 4, division of dues between the L. A. W. and the State Divisions. I want to say, that to the best of my knowledge, there is not a member in this vicinity that does not wish to see the State Division get a greater portion of the annual dues. In this same article we read that "No Division has had to abandon work for lack of funds." What does that show? In the case of the Pennsylvania Division it simply shows that the officers were not of such a limited mental calibre as to attempt any work when they knew to a certainty that the funds for its completion would not be forthcoming. The rest of the Divisions were probably similarly situated. This Division has been hampered this year, and, judging the future by the past, will not have any money for "junkets" next year. Let the League pay its way, and not halloo "junket," and refuse to turn money over to the Divisions that rightfully belongs to them. Anyway, if we should conclude to "junket," how would it effect the Secretary-Editor? It's our own money, and we are not under his tutelage, or any one else's that we know of. We have a right to spend it all for ice-cream and chewing-gum, just as well as to spend it in legislation for the benefit of wheelmen, or to give it to the League to spend for us. We have always favored the idea of giving the Divisions more, but perhaps,

"To observations which ourselves we make,
We grow more partial for the observer's sake."—Pope.

"SHRIVER receives his quietus," remarked a wheelman this morning, after election, as he read of the George disaster. We would like to say something on this question ourselves, but are afraid that the editors will kick our "editorials."

A TIP to Star and safety machines: In muddy weather, pin a piece of paper to your coat; any kind of paper will do, but heavy wrapping is best. Have it long enough to reach from collar to saddle, and it will catch mud thrown up by driving wheel. It won't look pretty, neither does mud.

THERE is a unanimous desire to hear why Kluge was re-instated. There is no kicking about it; curiosity, that's all.

THEY are having the same trouble in the East that we are here, viz., a dispute as to comparative merits of ordinary and rover type machines on the coast. It should not be hard to settle. Unless the grade is very stiff we'll back the ordinary, but on a stiff bank (*bank* is good) the safety should have considerable advantage, on account of windage.

THE Allegheny Cyclers will have their last run for the season, to Wexford for dinner, on Thanksgiving Day.

AN "Ode to Vaseline" would be seasonable.

RATCHET asks: "Where, oh! where, is the *American Wheelman*?" We would also ask, Where is the "hallufadollar" which we innocently remitted last summer?

THE *L. A. W. Bulletin* of Nov. 11th, gives publicity to a claim of the Banker brothers for "record for this end of the State." Of all the cheap bids for notoriety and fame, this takes the cake. Oh! "angels and ministers of grace defend us;" hand us something quick, a viniagrette, a lamp post, anything. Oh! catch us ere we faint. Is this fame? Oh no! this is not fame, this is gall. The road is not sand-papered, but there is not a foot of the road that has not been repeatedly ridden; it's the best road we have. Among those who could duplicate this performance we would mention Lenz,

Shoup, Minnemeyer, McGrady, Seidell, Murray, Stiefel, McGowin, and we don't know how many more.

A "RECORD" is supposed to be a performance which requires an exceptionally fine rider to accomplish; however, anything which has never before been accomplished is "record," *ergo*, a man might claim record for negotiating Federal street grade with a piece of chewing gum in his right cheek, a chew of tobacco in his left, and steen dollars of silver in his inside coat pocket. We give this as a tip to some of our bald-headed cormorants, who are chasing fame with wind.

WILHELM's 16-mile Lancaster pike record will stay at 48.10 for some time. Record-breakers please take notice, and don't break it and my reputation as a prophet at one fell swoop. "Phaeto" in the *Bulletin* referring to the record, says: "There's blood on the face of the moon, aha!" Well, it won't be rubbed off this year, sum-muthyear.

NEW JERSEY NOTES.

"RATCHET."

Now that our great road race is decided, matters cycling have settled down, and will doubtless "stay settled" until spring. The road race was a big thing; on that point there is no dispute, the only objectionable feature—outside of the accidents—being the uncalled for delay in making the start. The start was announced for 1.30, but at that hour not one-quarter of the flyers had made their appearance. The race itself was well-managed, and the drivers of vehicles even more accommodating than usual in clearing the roadway. As to the cyclers present, too much cannot be said in their praise. There was not one instance noticed where any interference with vehicles was indulged in. The accidents to members of the Hudson County team were regretted on all sides, and Stenken's in particular, robbed the contest of a good part of its interest, as it left no one in the field to compete against Kluge. I claimed previous to the race that the team of the Hudson County Wheelmen would be the best on the road, and I think the result proved that I was correct. Notwithstanding their bad luck, they finished with 52 points to their credit, leaving them 21 points behind Kings County. Stenken certainly would have finished second, and had Smith been able to secure a Star, instead of being compelled to finish on a crank, he would have come in at least five points better than he did, which would have given the cup to Hudson County, with 77 points. (Don't it look nice—on paper?)

EVERYBODY was disappointed in the Elizabeth team, as they were counted good for third place, at any rate.

THE Newark to Paterson, or Morristown, and return road race has fallen through.

I UNDERSTAND that the Union County Wheelmen will soon open a fair in their handsome club house, at Westfield.

HARRY MARSHALL, Ezra Karr, Charles Lever, and Oscar Williams, young cyclers living in Elizabeth, took a run on Saturday (Nov. 5) to Roseville, Milburn, and home by way of Springfield.

A RUMOR is afloat to the effect that no more races will be held by the "Alphabetical Association." I hope this will prove to be *but* a rumor, as there is no earthly reason why the Association should not live and prosper.

AND while we're on the subject of records, I rise to remark that I think it's almost time for some one to put on the market a book containing *every* cycling record to date, as the latest I can find is Ducker and Goodman's W.'s R. Book, which has gone stale.

RINK polo, which is so deservedly popular "Down East," is to be brought to the front once more in this part of the world. The Metropolitan Polo League, recently formed is to run professional games in New York, Brooklyn, Newark and Jersey City during winter.

HARRY J. HALL, JR., was on the course during the road race, looking after the Kings County Wheelmen's team. It was too bad that he was unable to ride, and the crowd missed him. He has been suffering from neuralgia of the eyes, and has had an operation performed on them.

Now, Mr. Editor, I claimed that Harry J. Hall's Decoration Day time over the inter-club course was "record," but you "squelched" me by putting up Perry's 1h. 32m. Now, I know of no better time having been made previous to Kluge "getting thar" in 1h. 31m. 3 1-2s., Tuesday (election day), so think I'm safe this time in claiming for the "ex-King of the Star" the twenty-five mile road record. This is a beautiful chance for you to give me another "squelch," so I'll leave a couple of "parens," between which you can put some other fellow's record. Here they are: [We have nothing to say.—Ed.]

TWIN CITY LETTER.

(St. Paul and Minneapolis.)

"GENTLEMAN JOHN."

I HAVE this week changed my cycle *nom de plume* to one by which I am known to the readers of the general press. "Jay-Phoebe" will still write "trifles light as air" for the *BICYCLING WORLD*, but over the signature of "Gentleman John." The name "Gentleman John" is connected with my early Scottish associations, and is a fairly good *nom de plume*.

THE sporting editor of the *Minneapolis Tribune*, Mr. James Purvis-Bruce, would like those cycle editors who regularly send their papers to him, to change the address from Minneapolis, to care of Hotel Ryan, St. Paul, Minn., which is his present address.

A FEATURE of Monday's paper is a cycle review, comprising the latest local and general wheel news. The items clipped from the wheel papers are religiously quoted. He would be glad to exchange with any wheel papers not now on the list.

YOUR "Record of the Week" says that "Tom Eck believes in the flying start." Poor Tom; I am sorry for him. He, as manager of a cycle team, should try to display more "horse sense" than to give such a thing out "cold." Tom used to believe he could ride. Possibly this latest belief will not be such a source of annoyance to the public.

I THINK that the "Man and the Monkey" story, on page 471 of the *BICYCLING WORLD*, in which "my good friend Kennedy-Child" is made to play the part of the man, in a touching "long-lost brother" story, is simply cruel. It is to be hoped that "The K.-C." will be able to act the part of a man until a green old age. He makes a very successful attempt at present.

THE wheel in St. Paul is either quite a novelty, or else the youths of the city are the worst bred set of "cads" that ever breathed the ozone of the Minnesota plains. Such expressions as "Let her go, Gallagher," "Git there, Eli," "Git a move on ye," and other equally choice jests are such as make a wheelman naturally wonder what kind of people the parents of such children are, and whether the standard of good breeding in the Northwest among the masses is not a surprisingly low one. One cannot mount a wheel in St. Paul without being treated to some such petty persecutions. One has to take it good naturedly, and say, "Forgive them, they know not what they do." [They are just as bad East.—Ed.]

I SEE that "Ratchet," in issue of October 28th, says: "Why don't some of the fast amateur crank riders take up the challenge of the three riders of the 'coffee mill' for a 25 to 100 mile race on the roads? The challenge was given out last winter, and is still open." Why don't they? Well, I don't think the crank men have any reason to put themselves about to take up the challenge, nor have they anything to fear from the "coffee mill" men. I am not a "crack," but I should be glad to try conclusions some time next spring on the Crawfordville or Clarksville course at any distance from 25 to 100 miles with some amateur (not "so-called") Star riders. I think a very interesting race might be arranged. Amateurs should, I think, take a whack at some of the big racers, just to show they are not afraid of a little work.

AFTER much experience and more thought, I am moved to make a statement somewhat in the line of the question that now seems to be agitating the press of England (i. e.), the future of the ordinary. I am firmly convinced that the day of the "Roadster" is gone. Fellows were wont to have spasms when I told them I used to *tour* on a 29-pound Humber, a wheel with a racing frame, and semi-racing tires. And it stood the racket well, too. Any one who has a care for his wheel, and can steer to a nicety, can do the same, but he must just do "so." He cannot enjoy the pleasures of curb-stone jumping and all that (a sport which was in its glory when Cola Stone was among us), he must take the precautions attending the use of such a light wheel. A 35-pound wheel is heavy enough for any road that can be ridden on with pleasure or safety. But I will leave this subject for the present.

ON Wednesday the residents on a certain portion of Summit avenue, St. Paul, witnessed a little "scrap," in which an innocent-looking bicyclist used up a hare-brained looking specimen of the genus dude. The bicyclist is a young fellow well up in Græco-Roman and Marquis of Queensbury, and uses the bicycle to keep in condition. No one would suspect to look at the slim youth that there was so much muscle in him. The dude (who weighed some 50 pounds more than the wheelman) was one of these. He thought that like the beautiful snow, he had indeed "a soft, soft thing." As the wheelman was riding along the dude made an asinine and insulting remark, which was resented by the wheelman, who promptly dismounted and gave Mr. Dude such an unmerciful licking that he will be apt to let the next bicyclist severely alone. The

dude is a man who dabbles in real estate, and wears one artistic black eye and a swelled lip. The swelling in his head has diminished noticeably, much to the joy of his friends. The wheel is not much affected by the dude, as it entails "bestly exertion" you know.

I AM not noted for high temper, but I lost a considerable portion of mine a few days ago. I was riding along one of the beautiful asphalt avenues of St. Paul, and was riding (as the avenue was unfrequented) at a pace somewhere inside of three minutes. Some evil-minded youths of tender years sat near a street-crossing, toying innocently with a block of ice about the size of a brick. Just as I whizzed past, one of the youths slid the block over the smooth pavement and I struck it just about midway (I should guess). I say, I should guess, for the next few seconds were spent in stopping the wheel, turning a "beauty" over it, and landing, thank my stars, squarely upon my feet. It was so sudden that I fell forward on my hands. My next move was made in the direction of the boy, who had caused the performance. He was coursing madly across an open lot, probably to tell his mother what a smart thing he had done. I overhauled him just as he was reaching down to unfix the latch of the gate of his parent's residence. I nailed him, and in plain view of his loving parents, I made my hand tingle with pain as I demonstrated to him how much "more blessed" (and how much more comfortable) it was "to give than to receive." I have no ill will against the lad, and I hope there is, at least, one comfortable seat in his father's house, and that the family have been considerate enough to let him sit in it during the last few days. That is another fellow who won't put himself to any great trouble to annoy wheelmen in the future. The chances are that I should have been twanging a golden harp by this time, had I not "landed as I did."

UNDER the caption of "Gentleman John" I shall endeavor to give my fellow readers all the news in re things pertaining to the wheel in the "twin cities" of St. Paul and Minneapolis. The cities are apart about twelve miles, as the crow flies, and have each a population of about 160,000. The wheeling outlook could hardly be better, and though the season is short, the climate is all that could be desired. Minneapolis is ahead of St. Paul in wheel matters, but not for long. The streets of St. Paul are cleaner and are better paved than those of Minneapolis, though they are narrower. The reason for the cleanliness of the streets of St. Paul (the State capital) is that the street sweeper (drawn by horses) is used, instead of the primitive and ineffective shovel and broom of Minneapolis. Frederick A. Leland, the president of the Minneapolis Bicycle Club, has the Victor agency for both cities, and expects to do a large trade next season. I saw Fred the other day; he was at his store door, and a gust of cold air caused him to jump with joy. I said to him, "what aileth thee, Frederick?" He replied, as he looked at me soulfully, "If the cold snap soon sets in soon, I shall sell 500 toboggans this winter." His whiskered manager, Jim Stockdale, nodded assent. Jim always nods that way, especially when you say, "Jim, have something?" and he nods so naturally, too. Jim is built like a giraffe, and has staying powers in a tough road race. His staying powers are generally characterized by the way he stays behind, and makes some other fellow cut the wind for him, and make pace, and then he somehow forgets to stay behind when he's getting near the stretch.

NEW YORK.

"THE RAVEN."

THE recent election was to some extent peculiarly a wheelman's one. Most of us, after we had paid our debts to Mr. Cantor, by electing him for State Senator, in return for his having fathered the "Liberty Bill," took advantage of the balance of the day in putting in as many miles as possible over the good roads, in which we were encouraged by a most perfect day, an extremely rare thing in an election day.

THE various branches of the Y. M. C. A. were represented at their games given on election day, at the Brooklyn Athletic Club's grounds. A three-mile bicycle race, with six starters, was captured by A. Prentiss, in 11m. 37s.; D. McLean, second.

DR. KENDALL has my sincere regrets for having caused him to waste a plate on that spoke theory, as now I have had the error of my assertion made as clear as mud to me, through the kindness of "1097." I see that it was a willful waste that brought a woeful want of scientific fact.

THE Harlem Wheelmen are contemplating purchasing a new club house in 135th street, near Seventh avenue, their present quarters, though only recently enlarged and decorated, proving too small already for the rapidly increasing membership of this most prosperous organization.

SOME months ago, you will remember, in this column, I consigned

to your well-known hospitality, my friend, Edgar Davenport, bespeaking for him your kind treatment. I am pleased to see that he has fallen heir to it, and that he is in such able hands as the Boston Club. He could not have found better.

C. HERBERT DIAMOND, who used to own the New York Bicycle Agency, proposes a scheme for his winter's employment, which I think will prove a success. He intends taking a complete line of two and three wheelers to Florida, for renting purposes, and thus allow the Northern tourist there during the winter to take advantage of a wheel along Florida's beaches, which are said to offer some of the finest riding stretches in the world, being as hard and as smooth as glass, and extending in almost an unbroken line along the entire coast.

P. M. HARRIS "walked over" for the New York Club's fifteen-mile road race on election day, his fellow-members despairing of defeating him. Time, 1h. 7m. 30s., is record for the trip from Peabody House, Yonkers, to Fifty-ninth street, previous best being 1h. 10m. It is certain that had Harris been pushed, that he would have run inside the hour. This is the fifth time he has won this medal, which is the property of the club, and is raced for annually, each win being shown by adding a bar bearing the winner's time and name. Rood's record 1h. 4m., was made over this course, but was from New York to Yonkers, instead of the reverse, as in Harris' case.

THE New York Club has at last found an unprejudiced property-owner, and have bought a lot on West End avenue, between Seventy-first and Seventy-second streets, for \$13,000, upon which they will erect their new club house. The location is an excellent one, being but 200 feet from the beginning of the Riverside Drive. Owing to the lots on Seventy-second and Seventy-first streets running back on to West End avenue, the New York's house will be the only building that will ever front on the avenue in that block, by which they gain a location admitting of light on all four sides of the club house, which feature is a rarity in New York. Building will be begun at once, and the house completed by July 1st, 1888.

RECORD OF THE WEEK.

WE received the following remarkably funny story from an individual, who failed to sign his name. We give the story, suppressing names of places, or any other points that might locate the "Princess": "A certain well-known cyclist in the city of X, is also famous for his effeminate ideas, and his ridiculous susceptibility to flattery. A bright, pretty, young lady, who has a large sense of the ridiculous, in pure fun, once told him that he looked like the Princess of Wales. Seeing, to her great amazement, that he took the assertion in earnest, she analyzed the likeness, feature by feature. The poor dupe drank in the absurd notion until he became saturated with the idea. He left the fair practical jester, puffed up and delighted at the thought that he resembled so distinguished a person as H. R. H. His apology for a brain was set in motion, and he determined to don ladies' clothes, put on false hair, bang, bird cage, and all complete, and "be took" in that rig. The poor donkey then showed the picture to his friends, and as they had been let into the secret, they all declared that the likeness was more than striking, 'it was perfect.' He now assumes a royal air, has abandoned bicycle riding, as not befitting a Princess of the royal family. His acquaintances are in an uproar of merriment over the joke, and they rather expect to see 'Her Royal Highness' abandon trousers, and assume the skirts permanently." This is the story told, and if he still retains interest enough in the coarse, mannish sport of cycling to read the WORLD, this item may come to his notice, and open his eyes to the cruel joke that has been perpetrated on him.

L. J. BERGER, "Phoenix," is to become a member of the Owl Club of Chicago.

ECK seems to think that there are five men in America who can beat Temple at any distance. Will Thomas name his five?

WE are promised a sight of the Copeland steam bicycle, which will be brought to Boston in a short time.

AN interesting item in the tandem tour of Mr. and Mrs. Lewis is the fact that the cost of the four months' trip through Europe was about \$6.50 a day for both.

RAH! for Brooklyn. Eight out of the first eleven men who crossed the tape in the New York and New Jersey inter-club road race were from the city of churches.

THE Canadian Wheelman cannot swallow the teachings of George Lacy Hillier in the matter of how to win a race. The Canadians join us in endeavoring to find out a remedy to prevent the Hillier tactics of loafing. The article winds up by saying, "if Mr. G. L. Hillier correctly represents the judgment of the English amateur

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On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, BEATING THE EXISTING RECORD FOR 10 MILES BY

One Minute 56 $\frac{2}{3}$ Seconds.

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Good Men on Good Wheels PUT THE RECORDS WHERE THEY STAY.

It is about a year since Stillman G. Whittaker made the following set of World's Records on the Crawfordsville course, viz.:

**10 Miles in 29 Minutes 1 3-4 Seconds.
20 Miles in 59 Minutes 35 4-5 Seconds.
100 Miles in 6 Hours 11-2 Minutes.**

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our Catalogue, and we claim, therefore, that they are remarkably significant, and demonstrate unquestionably the

EASY * RUNNING * QUALITY * OF * OUR * BEARINGS.

Then that performance of Frank Dingley's on the Lynn Track:

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.

Being 25 minutes better than the American record and 11 minutes better than the English record. Quite a number of attempts have been made to lower this by other makers since, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers.

Respectfully submitted,

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cycling world, after its long experience on the subject of loafing races, we have simply to say that Canadian cyclers have yet a lot to learn, and we hope they will never learn it."

THE road records are fast being put where little less than the super-human will be able to beat. England is especially prolific in giving us wonderful road performances.

THIEVES in Denver, Col., have good healthy consciences, as witness the following fact, that two bicycles, recently stolen in Denver, have been mysteriously returned to the owners.

WHIEW!! we got a record and did not know it, until *Sporting and Theatrical Journal* advises us that Hollingsworth rode the 100-mile road race in the remarkable time of 3-45-40. "Gee Whizz!!"

KARL KRON, poor mortal, has worried and worked for years to get his book out, and now the books having been sent, he is raising heaven and earth to get returns in from some forty odd dilatory agents.

KLUGE seems to be the bone of contention in cycling circles in New York. The cloud, at present, is no bigger than a man's hand, but it promises to assume proportions large enough to produce a very fair hurricane.

A STRANGE rumor comes to us that the celebrated Crystal Palace track, London, measures five yards two feet and ten inches over the mile. If this is so, then some of the long-distance record riders have not had a fair show on that track.

MR. LUSCOMB, of New York, and Dr. Silfielder, of the Long Island Wheelmen, were in Boston on a business trip during the past week. They were the recipients of many attentions while in the Hub. Dr. Kendall entertained them at dinner at the Boston Club house.

THE late concerted action on the part of the wheelmen of New York city to vote for a State Senator, who worked faithfully for the passage of the Liberty Bill, is the first time, we believe, in this country, where cyclists, as a body, have made themselves felt at the ballot box.

NOW that the racing season of 1887 is past, Charles P. Daniels, the trainer of Hollingsworth, goes back to his old post in the Young Men's Christian Association gymnasium. He is a firm believer in the possibilities of Sam Hollingsworth as a long-distance man on the road.

THE cowboys in the vicinity of Denver, Col., have a playful way of lassoing the passing wheelmen. Of course, these merry children of the plains while in the confines of an effete civilization have to keep their hand in, and what better mark to test their skill than that of a flying cyclist?

IN Boston and vicinity the different clubs are talking of a Hare and Hounds paper chase for Thanksgiving Day. It is rumored that if certain well-known wheelmen are selected as hares in the Boston Club chase, that some exceedingly exciting riding will be indulged in by those who follow.

PHILADELPHIA thinks it is rough because Tom Stevens' wheel, on which he girdled the earth, has not been sent on exhibition to the Quaker City. This is too bad, and we cannot account for it unless the train which carried the wheel West was a through train, that did not stop at way stations.

THERE will be "oceans of blood, rivers of gore" out West, if this discussion as to who "Hew" is does not cease. The *Record*, the *Spectator*, and the *Post-Dispatch* are at it hammer and tongs. Cease, gentles, cease, I prithee; we like not the angry din of roar. Feed us taffy for a while: we are getting a-weary over this silly squabble.

IF any of the Dime Museums round Boston have lost a "Freak," we think we can put the management on the track of the escaped curiosity, as it was seen riding a bicycle through a suburb of Boston, last Sunday, clad in light, yellowish, liver-colored tights, a blue coat, a colored cap, and an expectant smile. When last seen it was speeding away towards the city.

WE cannot quite concede that the article that appeared in the *Bulletin* about the proportion of dues that should go into the general fund, and into the division treasury, was politic. It is sure to raise adverse comment, and in case the readers thereof see in the suggestion a hint of what the Executive Committee may aim to bring about, incalculable harm may come of it.

ENGLISH *Wheeling* has changed hands somewhat, and also changed form. Mr. C. W. Nairn, late London editor of the *Cyclist*, and W. McCandlish are the editors-in-chief, while F. Percy Low continues his connection with the paper as editorial contributor. We congratulate *Wheeling* on having secured Mr. Nairn's active co-

operation. We also like the new make-up and size better, as it is now no longer singular in being a different shape and size from every other cycling paper published. We prophesy continued success and improvement under the new triple alliance.

A WARREN (R. I.) wheelman is said to have covered 43-4 miles on the road in 12 1-2 minutes. "He rode a rear-driving safety." Does the voracious chronicler of the above realize that this is going at the rate of about 2.36 for the mile? Should we not read that "he rode on a railroad train," instead of a "safety?" This story is out of all proportion to the State from whence it emanated.

AT the Detroit Bicycle Club races a novel race will be run-and-ride by pairs, one mile, each pair to use one machine. A team of two will start together, one riding and one running. At the first quarter of a lap the one that started riding will dismount, and hand the wheel to his partner, who will mount and ride the next quarter lap, and so on, alternating in running and riding. The finish must be made together.

HORACE CROCKER, of the Columbia team, is back after a long trip attending race meetings in the Southern States. He has gone into winter quarters, and so the Columbia team of '87 has disbanded. The rumor that Rhodes has re-entered the employ of the Victor people is without foundation; the Victor team is no more. This leaves the Gormully & Jeffery team in the field to do as Dundreary used to talk about, to "flock all by itself."

TO-DAY (Friday) the Harvard Bicycle Club hold a 15-mile handicap road race. The course begins near Central square, Cambridgeport, goes between the reservoirs, through Newton Centre and Newtonville, to Waltham, back to Watertown, and ends near Mt. Auburn. There will be, besides regular prizes, cups for those going over the course within a specified time. Some fifteen have already entered, and an interesting race is expected.

HERE is a practical pointer, for those using direct spokes, from the Irish *Cyclist and Athlete*, worth remembering: "We had a practical illustration of how to mend a spoke. Near Golock a spoke went in the 'mud cart' and the wheel became untrue. 'Decimal six' dismounted, knocked out the butt from the rim, produced two ends of spokes from his bag, stuck the headed one into the rim, and screwed the threaded end into the hub. He then bent two loops on these ends, and connected the loops by means of a portion of the old spoke, and screwing the spoke home, the rim came right."

THEY must be taking a new departure in the way of "how to dress on state occasions," if we are to judge from the following extract, taken from a letter written by Burley B. Ayers to Hicks, of the St. Louis *Post-Dispatch*: "We have quite a time here Sunday. Indianapolis and Milwaukee visit us, the occasion being a grand demonstration by Chicago wheelmen. We geteth ourselves up in costly raiment, hang chains about our necks, and putteth on purple robes. We climbeth upon the bikelet in state, and wendeth to Pullman, and speaketh not to those who pass by. No doubt 200 wheels will be in line. On arrival, dinner will be eaten; yea-a-a, verily, much fine dinner, and the consumption of grub will be great thereof."

THE Lynn track and all the belongings are to be sold at public auction to-morrow, Saturday, in order to satisfy the claims of creditors. The inevitable, as we have before stated, has been staring the association in the face for some time, and so this final, but regrettable action will not surprise our readers. Every thinking cyclist will see in this collapse more than mere disaster to the Lynn Association, which we deplore most heartily; they will see a fatal blow to all enterprise looking to the building and maintenance of a track for cycling racing only. With the abandonment of the Lynn and Roseville tracks, we look in vain for a bicycle path on which record time can be made. From having the finest tracks in the world, we drop down to having none, a drop that fairly takes our breath away.

CHAMPION oarsman John Teemer will shortly introduce a novel entertainment in all the principal cities of the United States. Wallace Ross, Albert Hamm, and another sculler, not yet agreed upon, will assist Teemer in his series of entertainments. Six thoroughbred horses and a number of supernumeraries will complete the cast. Exhibitions will be given in skating rinks. Rowing tricycles, similar to ordinary road tricycles in construction, having attached oars, sliding seats and outriggers, so that the occupants can propel as they would a racing scull, will be pitted against the horses at all distances, from five miles up to seventy-two-hour contests. Teemer is also out in a challenge to row any oarsman a race or series of races, on scull tricycles, for \$250 or more a side. The first exhibition will open, for three days, in Boston, about Nov. 24. From there they will go to Baltimore and Washington, each two days, Philadelphia six days, Cincinnati, St. Louis, Louisville, Chicago, Cleveland, Buffalo, Pittsburg, two days each, and a number of the

smaller cities. Teemer's trip abroad has been temporarily postponed.

EARLE HITCHCOCK, a resident of Florida street, Springfield, Mass., met with a very curious and painful accident last Sunday afternoon. He is employed by the Holyoke Envelope Company, and while riding a bicycle on that day near the Memorial Church, met a team. In the effort made by Mr. Hitchcock and the driver of the team to avoid a collision, the two vehicles came together and Mr. Hitchcock fell to the ground and in some way had his left eye taken completely out of the socket, and received other slighter injuries. The injury, besides being a very painful one, is especially severe on account of the permanent loss and disfigurement which Mr. Hitchcock will sustain. So far as can be judged no blame can be attached to either the driver of the team or Mr. Hitchcock. The accident seems to have been one of those unavoidable occurrences which sometimes take place. Mr. Hitchcock was taken to the office of Dr. Breck, where his wounds were dressed.

A VERY strange and novel method of advertising has been invented by a youth living in Cardiff, Wales. He has issued a lithographic circular letter which reads as follows: "Gentlemen—I purpose attending a fancy dress ball in this town. It has occurred to me that a very tasteful costume could be devised by means of different picturesque advertisements. This, however, will involve the spoiling of my dress suit. If you are willing to contribute to the expense incurred in return for your advertisement being worn, I shall be happy to hear from you without delay, stating the amount you are willing to contribute, and enclosing six of your prettiest advertisements, which should not be too large, as one or two slips (narrow) would be useful. In the event of none of these being suitable on account of their spoiling the general effect, the contribution will, of course, not be expected. A copy of a local paper after the dance shall be sent you.—Yours truly, ———"

P. S.—I shall, of course, expect that you will not take advantage of my idea of advertisement, except through myself."

In 1869 the London *Echo* produced a cartoon (which has been reproduced by *Bi. News*), showing the possibilities of the cycle as a means of going to the Derby. The type of machine portrayed would not meet with approval nowadays, and they are sketched by the artist with the usual disregard of the mechanics of the machine, even as long back as '69. The riders are of all sizes and ages, and they are represented as flying along at a 2.30 gait, without the least effort. The ladies are represented as riding side saddle. The following lines explain the "idea," and were also printed in the *Echo*:

To Epsom in the merry May
A man may go in many a way,
And choose his modes at random.
A handsome *tele-a-tete*'s divine,
A four-in-hand is very fine—
There's pleasure in a tandem.

To those who like to have a rail,
That mode of travel must prevail
O'er all the world completely.
Better to ride a cob, I think,
And see Sir JOSEPH win, and drink
Cool claret with TOD-HEATLY.

Yet travel is not always "hossy;"
And times will come when the Veloci-
pede will triumphant be—
When the bicycle movement will
Monopolize a nation's skill
That once could rule the sea.

Fail though we may in th' artist's grace,
We English have a love of pace,
So, by the swift ST. MICHAEL,
We'll show them that their steeds that step some
Twelve miles an hour from town to Epsom,
Are beaten by a bicycle.

How certain sweet CAMILLA feels
Two wheels shall beat all other wheels!
(The gloves she bets are WHEELER'S).
On iron steed each traveller flies—
For so Miss ECHO prophesies,
The truest of revealers.

I've been to Epsom several ways,
In drags and tandems, vans and drays,
A most contented denizen
Of any trap—and now from town
I'm riding my bicycle down:
What next? "Balloon," says TENNYSON.

THE AMERICAN 25-MILE ROAD RECORD.

C. E. KLUGE put the American road record up a notch during the inter-club races in New Jersey, last week, in 1.31.03 1-2. Perry's time, made in July, 1886, for the distance, was 1.32. Considering the wind and cold, Kluge's record is a good one.

THE COWBOYS WIN.

A SPECIAL dispatch to the Boston *Herald*, dated Nov. 12, 1887, says: "The six-day race between Woodside and Howell on bicycles, and two American cowboys on horses, was ended to-night in Agricultural Hall. The cowboys, who were allowed to use an unlimited number of horses, won the race by 2 miles and 335 yards.

THE 100-MILE TANDEM ROAD RECORD.

MESSRS. S. F. EDGE and G. L. MORRIS on a Marriott & Cooper Olympia tandem, captured the 100-mile tandem record Tuesday, 25 October. The start was made on the great North Road, at the 88th mile stone. The 50-miles was covered in 3h. 4m., and the 100 miles in 6h. 57m. 32s., which latter time is record—until some other two men smash it.

THE 100-MILE TRICYCLE ROAD RECORD.

ON OCT. 25, starting at same place and same time as the above tandems, E. Hale, on a "Ripley" tricycle, started to do the 100-mile record. This was practically Hale's first appearance on a tricycle, and therefore the fact that he made such remarkable time is worthy of great praise. He made the distance in 7h. 11m., which is record, beating Mill's time for that distance by 35 minutes.

THE 10-MILE UNICYCLE RECORD.

C. C. HOPKINS had a "go" at the ten-mile unicycle or one-wheel record, Sunday, Nov. 6, at the old Exposition track, Denver, Col., in the presence of a number of wheelmen and others. He captured the record "by a large majority," lowering the best previous performance 12 minutes and 22 seconds. Prince Wells, the fancy rider, recently did 10 miles in 59 minutes 36 seconds. Hopkins' time yesterday for that distance was 47 minutes 14 seconds. He rode for an hour's record, and in that time covered 12 11-16 miles. He rode a 55-inch Apollo stripped of everything but pedals, forks and handlebars. His time by miles was as follows:

MILES.	TIME.	MILES.	TIME.
1	4.32	8	38.10
2	9.06	9	42.36
3	13.42	10	47.14
4	18.20	11	51.57
5	22.48 3-4	12	56.48
6	27.21	12 11-16	1 hour
7	31.55		

The following gentleman officiated: Timers, Austin Banks and Robert Gerwing; scorers, John F. Allers and R. E. Reiche; starter and extra timer, W. L. Van Horn.

THE INTERNATIONAL SIX-DAYS RACE AT EDINBORO', SCOTLAND.

THIS event came to an end Oct. 29, and resulted in a very close finish between Lumsden and Dubois, in Lumsden's favor, by about two yards. The race was for six days, eight hours a day, and during the riding time neither of the contestants left the saddle. There was great excitement towards the end, as there were rumors of foul play in case Lumsden showed up as a probable winner. During the progress of the race 40,000 people passed the gates. Lumsden receives the championship trophy of the world and £50, Dubois another trophy and £30, Parkes £15, and Morgan £5.

The following is the list of riders and distances ridden in the six days:—

	MILES.	LAPS.
Lumsden (Aberdeen), "Premier,"	654	12
Dubois (Paris), "Rudge,"	654	12
Parkes (North Shields),	474	1
Morgan (New York),	378	0
Young (Glasgow),	401	1
Battensby (Newcastle),	347	4
Robb (Birmingham),	340	0
Hawker (Leicester),	327	1
Woodside (Philadelphia),	301	1
Howell (Leicester),	234	11

J. D. Lumsden, the winner, is the well-known Aberdeen champion, a small, wiry man, and rides a 53-inch "Premier," the only machine of the make used. Dubois, who rode a 53-inch "Rudge," is a bigger man than Lumsden.

MASSACHUSETTS DIVISION L. A. W.

BOARD MEETING.

THE first meeting this season of the Board of Officers was held at the house of the Boston Club last Saturday evening. The members present were Chief Consul Hayes, Secretary Sanford Lawton of Springfield, Charles Richards Dodge, ex-President of the Massachusetts Club; E. B. Coleman and John Amie of the Cambridge Club, W. S. Slocum of the Massachusetts Club, A. W. Robinson of the Rovers Cycle Club of Charlestown, J. B. Seward of Chelsea, W. C. Marsh of the Springfield Club, Dr. W. G. Emery of the Roxbury Club, Maxwell of the Somerville Club, and Captain E. G. Whitney, J. S. Dean, W. G. Kendall and C. S. Howard of the Boston Club.

The members were the guests of Messrs. Howard, Dean, Whitney and Kendall of the Boston Club. After discussing an excellent menu the board proceeded to business. The Chief Consul made some general remarks as to the power and good of the League, and stating that Massachusetts now had some 2000 members. Speaking of the road book, he stated that much information had been collected, and that the book would soon be issued, and furnished to members free. This expense will be borne by the State treasury. A lively discussion then arose as to whether this book should be confined to circulation among members only. A vote at a previous meeting had so elected. Mr. Dean led the forces in favor of general distribution, to those who wish to pay for such a book, and so well did he plead that it was voted to rescind the former vote, and permit the book to be sold at a stated price. The discussion of roads and their building and maintenance, took up much time, and a committee, consisting of Messrs. Emery, Dodge, and Slocum, were appointed, to see if the idea of a fine main road of macadam through the State, was not a feasible and attainable object. Messrs. Dean, Howard, and Emery were appointed a committee to see why the law in relation to sign boards was not more generally observed throughout the State.

It was voted to have the meetings of the board held once a month, at such places as the Chief Consul should designate, and various other matters of routine business were transacted. After passing a vote of thanks for the entertainment provided by the Boston Club members, the meeting adjourned until next month.

HOW THEY TAKE CARE OF A MAN IN A LONG RACE.

IN a copy of the Edinburgh *Evening Dispatch*, sent us by Senator Morgan, we find the following, which may be of practical value to those who contemplate long-distance riding: "A subject of considerable interest to outsiders, who are not versed in the ways of professional wheelmen is the manner in which these competitors husband their strength when off the track. Dubois' treatment may be taken as an example of the class—not because he is more strict than his fellows, but on account of the fact that during the week he has been under the care of Mr. W. J. Morgan, the manager of the American team, who, having taken him in charge, keeps him most rigidly to the accepted rules of training. It appears that Dubois, when he arrived in Edinburgh, was alone, a stranger in a strange land, having neither a friend nor a trainer to assist him. The fact of his speaking little or no English, also placed him at a disadvantage; and so utterly alone and unnoticed was he that, according to Mr. Morgan, he rode for six hours on the first day without tasting food. Mr. Morgan, finding that the foreigner was not being attended to, at once befriended him, and transferred the services of his trainer from himself to Dubois. Every night, punctually at half-past ten o'clock, Lumsden and Dubois—to whom our attention is chiefly directed, from the fact that they have practically taken this race into their own hands—are lifted from their saddles by their trainers, their clothes are put on over their jerseys, and they are taken home as speedily as possible. On reaching his hotel Dubois is stripped and immersed in a warm bath, in which has been dissolved some sea-salt and a chemical compound prepared for the purpose. The nature of the chemical is not divulged, and some of the wheelmen affect an air of mystery about it, conveniently assumed, no doubt, to cloak their ignorance about the constituent elements of 'the powder,' as it is probably enigmatically labelled. After leaving the bath the cyclist is rubbed dry, and wrapped in flannels for five or ten minutes. He is next rubbed over with alcohol and a preparation of liniment. The last stage in the process is to patch up any abrasion of the skin which may have been caused by the constant occupation of the saddle. Dubois then sits down to his supper, which usually consists of a basin of gruel and some rather under-

done meat. In the morning he undergoes a somewhat similar treatment, after which, about ten o'clock, he has his breakfast, consisting usually of porridge, chops, and tea. It seems that a perusal of Max O'Rell's latest work had brought the proverbial Scotsman's fare under his notice, and having once tasted the "mess," he seems to have become enamored of it, for it forms a part of his breakfast every morning. After breakfast he takes a short walk, and then returns to bed, where he remains until it is time to start for the Market. Then he is once more rubbed down before dressing. In the case of a six days' race it is care, and care alone, which carries a man through, and with Dubois it will be seen every precaution has been taken.

A NEW WHEEL.

WE were introduced to a new style of tricycle the other day called the White Flyer. It has the general appearance of the usual tricycle with 40-inch drivers and 26-inch steerer. It has bicycle steering, but instead of the now familiar direct type, it has the bridle steering, like unto the old Marlboro' Club. We shall at a future and early date give a full description and cut of the new machine, and at present confine ourselves to the chief peculiarity. It is in the driving mechanism that the greatest novelty exists, and for which the most valuable claims are based. On the axle are two drums, forming the rings around the friction clutches; fastened to these drums are two steel wire cables one-eighth of an inch in diameter. These cables leave the drums in such a manner as to pass slightly upward and over two rolls provided with roller bearings, and thence perpendicularly down, and are fastened to the pedals. The pedals, which are provided with rolls, which in turn are provided with roller bearings, work directly up and down in V-shaped grooves or stringers, and as the rolls have a convex surface and roll instead of slide in the grooves, the result attained is practically that of a ball bearing.

One pedal raises the other by a reciprocating mechanism, consisting of two gears, with a pinion fitted to the clutches; the only strain upon these gears is the weight of the pedal, and the slight weight which the rider allows his foot to exert on the pedal while being raised; this mechanism allows the rider to make any length stroke from one inch to the full stroke of 18 inches.

The machine is the invention of Mr. O. White, and can be seen on exhibition at No. 61 State street, Room No. 3.

THEY ALL READ THE SAME WAY.

THE editor sat in his accustomed chair pensively perusing a libel he had just penned, when a modest tap came to the door, and the cycling novice entered with a deprecatory smile and a pair of creaky shoes.

"I should like to offer you my services," he said, "at the commencement of the festive season;" and here the editor groaned slightly, and groped for a patent C. T. C. combination toothpick and lubricator.

"Well, sir, and what would you propose?"
"I should like to represent your valuable paper at club dances, and send you in reports of the gay and fest—"
"Go on! what would you say?" And the editor surreptitiously, and on the pretence of scratching a favorite, loosened a boot, while his brow darkened and a cold air swept through the apartment.

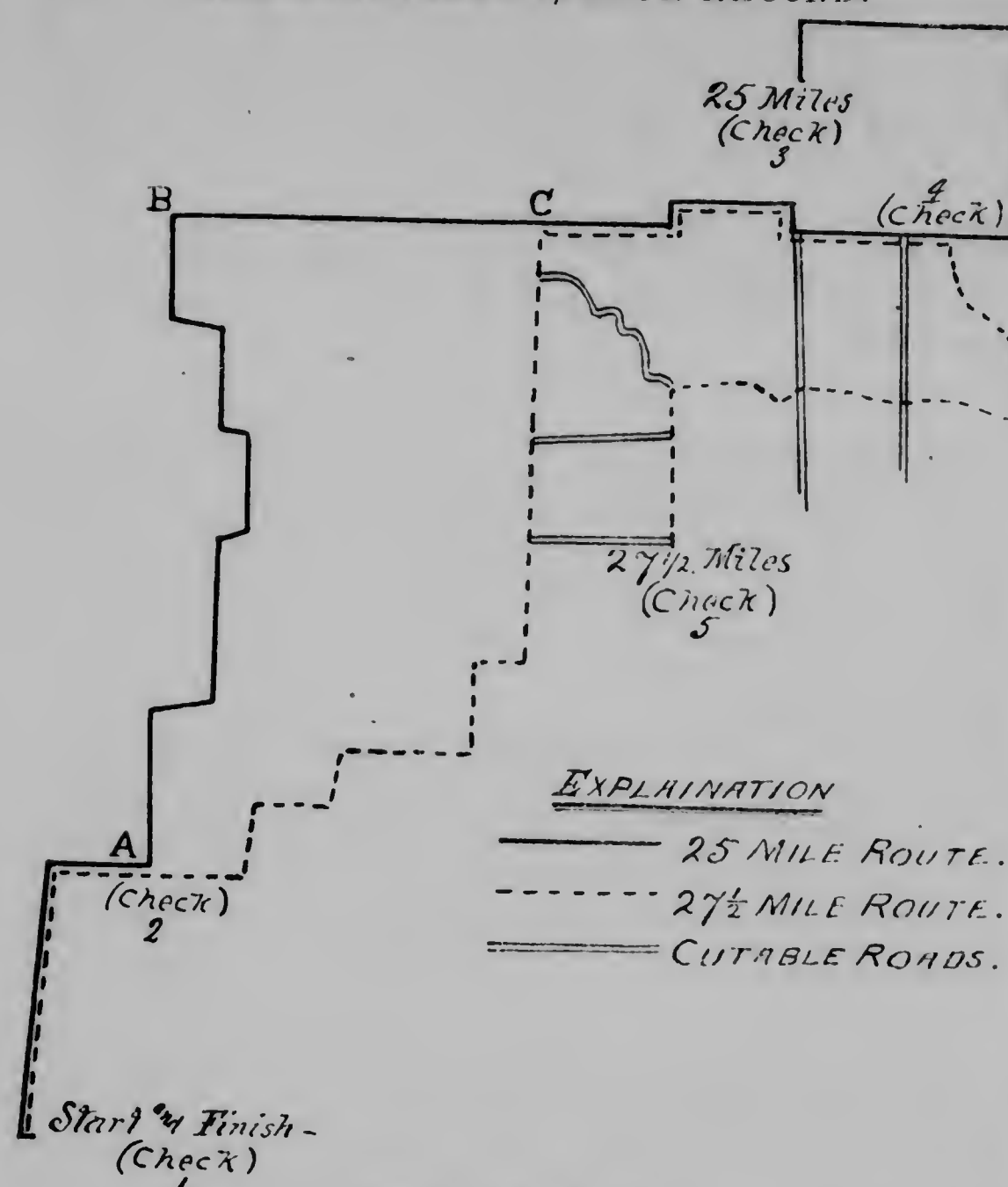
"I should like to commence by remarking that the night was one of inky darkness, as I hied me to the scene of Terpsichorean—is there anything the matter?"

"Continue!" murmured the editor with a baleful glare in his eye, and both boots ready for action.

"I would continue that the Jehu who drove my modern gondola set me down in good time to hear the fascinating strains of *Wheeling Waltz*, with which the delights of an eventful evening commenced. I would mention that amid the fashionable and well-dressed throng of fair women and brave men" (the editor's eyes rolled wildly, and a gurgle in his throat betrayed his enthusiasm), "I distinguished the clean-cut features of the aristocratic Buggins, the commanding yet honest figure of the popular and respected Blodgers. I would say that in one set danced the graceful Smith, the athletic Tompkins, the well-known Snooks, and the celebrated Jawker. I would add that the Rhine wine flowed, while the merry throng gyrated" (the editor grew blue in the face) to the entrancing strains" (the face was purple) of Robinson's band, and would wind up with a passing allusion to my regret that time waits for no one, and that I was forced to tear myself from the gay and fest—"

But the editor's face was black as the boots which, with the catapult-like velocity, flew through the air, embedding themselves in the cranium of the novice. The sparrows twitter on the eaves above, and the rain gutter drops its tears upon his last resting place beneath the flagstone.—*Wheeling*.

THE WHITTAKER 24-HOUR RECORD.



[Plan of the Route.]

We have been some time collecting data in regard to Mr. Whittaker's late ride at Crawfordsville, Ind., and we now are in a position to give the result of our investigation. An examination of the above diagram, furnished by the engineer who surveyed the road, will show the two routes traversed by Whittaker. The one designated by heavy black lines was ridden back and forth three times, making 50 miles on each round—150 miles in all. The course designated by the dotted lines was also traversed three times, back and forth—165 miles, which, with the turn to the 4-mile post, makes a total of 323 miles. The official checkers were W. B. Ramey, Harry C. Hughes, R. K. Krout, and Milan Overton, all of whom have been vouched for by Byron R. Russell, the Mayor of Crawfordsville. It will be noticed that at the points where checkers were placed are at positions where it would be impossible to cut after passing such checkers. The roads (we call them "cut-able") where cutting was possible are marked by a double line, and a study of these, in connection with the position of checkers will show how they were guarded. It will be noticed that a checker was at A to see that Whittaker took the right road going out and coming back. Whether one reached point C via B, or the dotted lines would make a difference of some nine miles for the three trips made on the twenty-five mile course, it being about three miles longer (on each round trip) via B. The checker at A, however, saw to it that Whittaker took and came over the right road each time. It will also be observed that there was no way of getting to the 25-mile point excepting by the road marked; but to guard against cutting, even if such a thing were possible, the checking at the point (4) where the 25 and 27 miles course diverge, made such a thing impossible. The checker, Mr. Ramey, met Whittaker at this point, and either sent him on to the 27 1-2-mile mark, where Mr. Hughes checked him, or accompanied him to the 25-mile mark and return.

It will also be seen that Whittaker could not get back to checker at 4 (Mr. Ramey) facing the proper way excepting by the route laid down. In view of the facts, certificates and information we have at hand we think that S. G. Whittaker has established his claim to have ridden 323 miles within the twenty-four hours. The certificates and story of the great ride have appeared in former issues.

CHARLES E. WHITTEN, of Lynn, has patented his new wheel. This is the machine that we spoke of as having seen at the Faneuil House, Brighton, some two weeks ago. It has very much the appearance of the Star, but with a driving power similar to that of the Xtraordinary.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THERE was a young fellow named "Whit,"
Who thought he could ride "just a bit,"
So on Crawfordsville pike,
On a Champion bike,
The "record" knocked into a fit.

THE third of a series of races between McCurdy and Ehler took place on Tuesday morning (8th). The course was from Forty-third street south on Drexel, through South Park, along the boulevard to Jackson, around the circle and return, finishing at the starting place; distance, eight and a half miles. McCurdy's machine ostensibly broke down, necessitating a change of wheel and leaving Ehler to finish an easy winner in excellent shape. Time, 28m. 13 1-2s. Bob Garden was referee. Ehler, having won two out of the three races, is therefore, the winner of the series. The race run on Wednesday was supposed to be for \$250. A good deal of money changed hands on the result.—*Sporting and Theatrical Journal*.

"A CONTEMPORARY hopes that Fred Wood's little difficulty in the colony will not make his home coming in any way embarrassing or unpleasant." "Little difficulty" is good. These "little difficulties" are easily forgiven nowadays; but two homes are broken up and the lives of three people are embittered by Wood's "little difficulty," and as a matter of common decency, we hope Wood's homecoming will be as unpleasant and as embarrassing as it possibly can be." So whirrs the *Wheel*, and we don't know but "a contemporary" has to acknowledge that Prial has got the proper end of the club.

Chicago's crack man's called Bob;
And at racing he's right on the job.
He knocked Mac on his Star,
Out of Van, ground the tar;
And their scalps he now hangs at his fob.

THE *Cyclist* does not state the case quite as it is when it says that we are down on the English records. Not at all, my dear *Cyclist*, all we ask is that you recognize the fact that America holds a few world's records. It would be at least courteous to take into consideration the performances of some of our men before jotting down the English time as "world's records."

THE Missouri Club of St. Louis has announced its programme of winter entertainments, as per the following from the *Spectator*: The opening hop will be given Friday, Nov. 18, at 8 o'clock, and will be followed by musical and literary entertainments Dec. 15 and Jan. 12, and a bal masque on Feb. 9. There will be no entertainment in March, on account of Lent, but on April 5 an April-fool party will close the series. People who were fortunate enough to be invited to the entertainments last season will need no urging to be present at every opportunity during the coming series.

THERE was a hill climber called Hal,
Who rode Son-of-a-Gun with a pal.
Then Percy he downed,
On De Soto's fair ground;
And now he's the pride of his gal.

THE speed attained by the bicycles and tricycles on a good road, is superior to that attained by a fast trotter for the same distance, and as a speedy mode of conveyance, is only surpassed by a few of the fastest steamships and the locomotive. Two riders recently rode a tricycle 20 miles 715 yards in one hour, and rode 25 miles in 73m. 42.8s., or at an average rate of 20.35 miles per hour. The mechanical construction of a bicycle is well worth study. The requisite amount of strength is probably obtained with a smaller proportion of weight than in any other machine, and considering the trying nature of the strains, a fair amount of durability and immunity from breakdowns is obtained. The price, however, per pound (about \$3) of the best and lightest machines, is considerably in excess of that of almost any other machinery.—*Railroad Gazette*.

THERE was a bold Doc. from the Hub,
(Whose name, it don't rhyme with tub);
But his glasses and stars,
With his knickerbock-kars,
Now are frequently seen in Clark's Pub.

HARRY HIGHAM recalls the incident of W. E. Crist's first appearance as a wheelman in embryo: "I well remember the first time I saw him. It was about five years ago, when I was working for Scribner. He was a chunky, well-knit boy, and came into the shop to see Scribner about buying a wheel. I didn't hear what was said, but Scribner turned to me and laughingly said, in a low voice: 'The kid is talking about racing, and he's never been on a wheel yet.' I gave a glance at him as he stood looking at a machine, and said, 'Yes, and he'll get there, too.' And I wasn't mistaken. I saw that he had the build of a rider."

THE 10 MILE ROAD RACE

AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 3 men each from the Maryland Bicycle Club, the Baltimore Cycle Club and Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

New Rapid Bicycles.

POSITION AT FINISH:

	TIME.
1, H. L. Kingsland, Rapid Light Roadster, - -	30.44
2, Richard Whittingham, Rapid Light Roadster, - -	31.03 1-5
3, Walter Grescom, Rapid Roadster, - -	31.03 2-5
5, J. Kemp Bartlett, Jr., Rapid Roadster.	
8, E. F. Le Cato, Rapid Light Roadster.	
13, S. H. Shriver--fell--Victor Roadster.	

THE FIRST MAN IN WAS

H. L. Kingsland, Rambler Cycle Club, riding a

NEW RAPID LIGHT ROADSTER

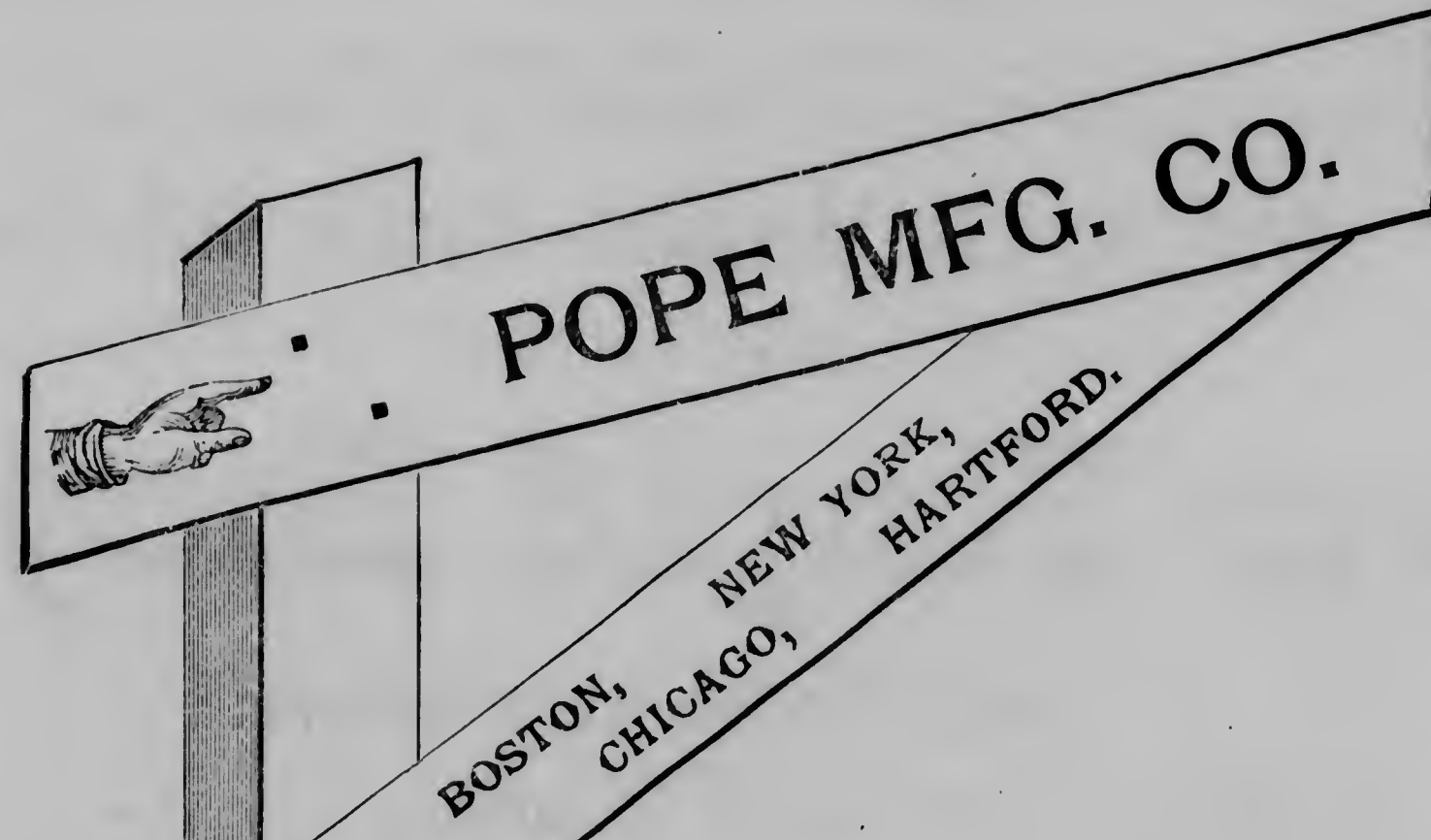
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The Fastest Time Ever Made in a Road Race.

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2 and 4 Hanover Street, - - Baltimore.



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BOSTON, CHICAGO, NEW YORK, HARTFORD.

"Rarely in the history of cycling events has there been so interesting a road race as that which was contested yesterday in New Jersey, by teams from six clubs who are members of the New York and New Jersey Team Racing Association. The record was beaten for road racing, the former record being 1h. 33m. for 25 miles, while yesterday it was lowered to 1h. 31m. 31-2s. * * * New York World, Nov. 9, 1887.

The 1st, 2d and 3d men in rode Columbia Light Roadsters.

DEVOTED TO THE INTERESTS OF CYCLING

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5 cents a copy.

BOSTON, 25 NOVEMBER, 1887.

Volume XVI.
Number 4.



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A WINNER
THEY ARE CALLED
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The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

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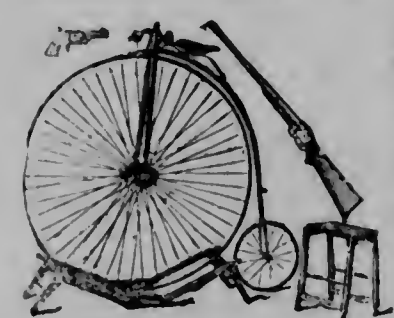
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SPECIAL BARGAINS IN BICYCLES.

50 Club, new, \$5. 52 Premier, almost new, ball bearings, \$2. 53 Expert, good order, \$5. 54 Harvard, splendid order, \$4. 60 Champion, full nickel, like new, \$5. 50 Victor, ball bearings, \$3. 52 Champion, used four weeks, \$4. 48 Expert, ball bearings, \$3. 46 English Bicycle, new, \$2. 54 Victor Light Roadster, latest pattern, \$3. 50 Harvard, spade handles, \$3. 42 American Safety, \$5. Springfield Roadster, new, \$8. Also a job lot of new English Bicycles, with ball bearings, in 48, 50, 52, 54 and 56 inches, at only \$3.85, and the same sizes in plain bearings at \$3 each. Over 100 other second hand bicycles. SEND STAMP FOR LIST AND MENTION THIS PAPER. A. W. GUMP, DAYTON, OHIO.

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This dainty book of 320 12mo pages is indispensable to every one as a work of quick and convenient reference.

READ CAREFULLY.

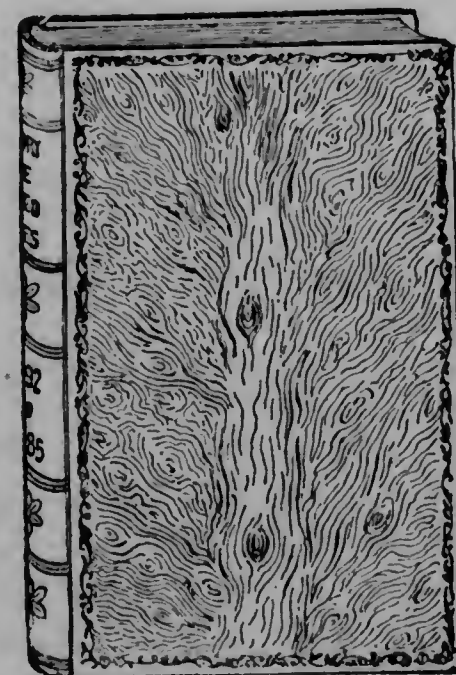
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This work is edited, compiled, arranged and published by THE WORLD. No such premium has ever before been given with any one, two, or even three dollar publication.

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The Great Agricultural and Home Circle Newspaper,

Which contains also the best illustrated, literary and miscellaneous matter that appears in the Sunday edition of THE WORLD, the JOURNALISTIC MARVEL, which has now attained the unprecedented circulation of over 235,000 copies each issue.

If preferred, the History will be sent by mail at the Subscriber's risk, when ten cents extra is forwarded to prepay postage. Clubs will find the express cheaper and single subscribers the mail.

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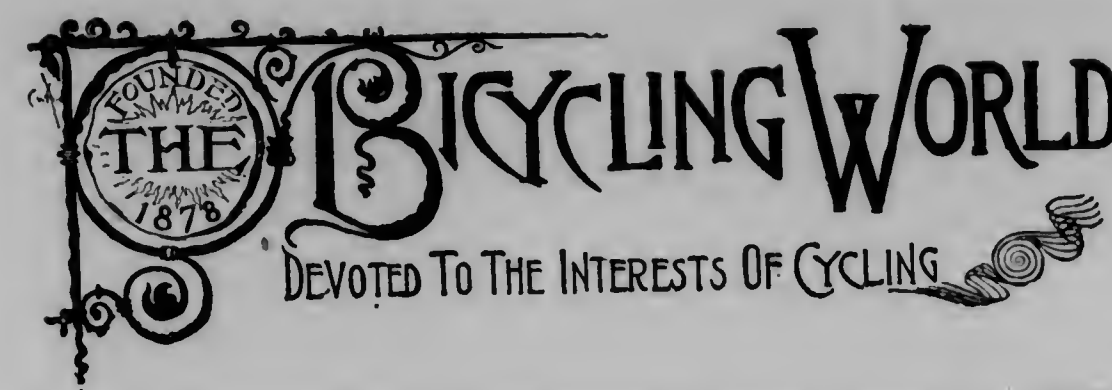
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 25 NOVEMBER, 1887.

WE are glad to note that the Lynn Track property has fallen into hands not antagonistic to cyclists, and though cycle races will not longer enjoy a monopoly in these grounds, the present path will be taken care of, and those wishing to hire the use thereof for meets and tournaments, will find the present owner, Mr. Murphy, ready to make arrangements therefor.

WE print in another part of the paper a clipping taken from *Sporting Life*, written by Augur, in which he asserts that a bicycle would have no chance in a race against a "nice little 'oss" for long distance, out of doors. We take issue with Mr. Augur, and would state that there is no one horse living, who can keep up with a good man on a bicycle, over such roads as we have round Boston, for a distance of 800 miles. He would be a "nice, dead, little 'oss" if he tried it.

DISAFFECTION in the League's methods will probably find expression in the withdrawal of the Philadelphia clubs from the national body as clubs. The individual membership will, no doubt, be largely retained. There, is, no doubt, a growing disposition on the part of members of clubs to resent the forced membership in the L. A. W. We do not think this compulsory membership a good thing; let each and every wheelman use his own free will in the matter. The League will suffer nothing in consequence; on the contrary, we think it would gain.

CHANGES in the trade will be a feature of the cycling importing trade during the coming season. Among the most important will be that of Stoddard, Lovering & Co., and the Rudge Company. It has been an open secret for some time that a change of some sort was contemplated by these two firms, but just what form the change would assume has been purely a matter of conjecture. We are now, however, in a position to state the probabilities. We say probabilities, as there is always doubt until arrangements are completed, and in this case the final settlement will not be reached for a matter of some three weeks, at which time a representative of the Rudge Co., limited, will be in the country with that purpose in view. Briefly, then, as to the probabilities. They are, that the Rudge people will establish an American agency in their own name, and that Mr. Corey has been offered the position of manager of the American branch house. We are pleased to be able to announce this fact, as

the Rudge people have such a splendidly organized agency system established through the energy of Mr. Corey, and the goods themselves are so widely and favorably known, that it would be a pity to abandon that, which has cost such a store of patience and business ability to place on so solid a foundation. We shall welcome the Rudge Co., limited, and congratulate them on stepping into a field so well-worked and so rich in the prospects for the future.

WE notice in a late issue, *Wheeling* asserts, "that in a few years hence the machines in use will have as little resemblance to those of the present day, as those of to-day bear to the dandy horse of the past." The data from which our English contemporary draws its conclusions are not given, but it vaguely states that, "already a force is in existence, which may, in a very short time, be reduced to practical use, and when that is accomplished, the first carriage to be benefitted will certainly be the tricycle." Evidently *Wheeling* is in possession of the important secret of construction, which, when made public, will astonish the cycling world. Certainly the statement and comparison made, as between the dandy horse, the modern machine, and the cycle of the future, is a radical one, and until we are more specifically informed as to what the "force in existence" is, we must be pardoned if we use the salt seller to aid deglutition. We are not of those who pooh! pooh!! every new idea because it is new, and something beyond our ken, but when we stop to think that the brightest minds have had certain inflexible mechanical laws to contend with, we naturally feel a trifle skeptical as to the "force" which is to entirely revolutionize the manufacture of cycles, and retire as obsolete all forces and their application as now known. We shall await developments with much interest.

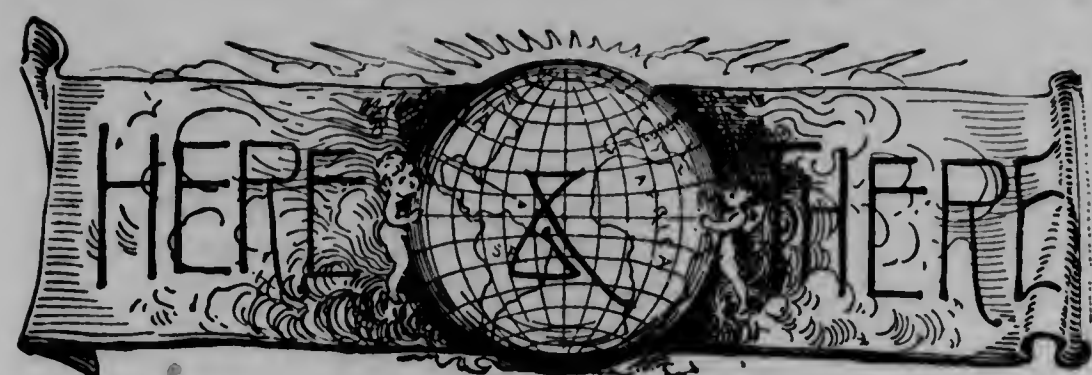
A SERIOUS ACCIDENT.

THE store of W. B. Everett & Co., corner of Berkeley and Tremont streets, was the scene of a serious explosion last Tuesday at about 12.25 P. M. It seems that the enamelling oven was in use, when suddenly the gas which heats the oven went out. Instead of turning the supply off, Mr. Ross, who together with Mr. Butcher was in the cellar, lighted a taper and started to ignite the gas again. Both these gentlemen then approached the oven, Ross with a taper; but no sooner did they open the oven door and apply the light than a terrific explosion took place. When found by those who went down to investigate the trouble both men were discovered lying on the floor badly bruised and burned, and insensible. The injuries are very painful, though not of a serious nature. Both gentlemen were removed to their respective homes as soon as practicable, and at latest accounts are doing well. The explosion broke a good deal of plate glass, some of which fell on some passers-by, doing a little damage. The friends of Messrs. Ross and Butcher will sympathize with them, and at the same time congratulate them that the accident was not of a more serious nature.

LYNN CYCLE TRACK SOLD.

THE property of the Lynn Cycle Club Track Association, insolvent, was sold at public auction, by Ezra Baker, at the instance of George J. Carr, the assignee. There were about thirty persons present at the sale, despite the rain, and the purchasers were Henry Murphy, John Sheehan, A. M. Richards and H. Scott Tuttle, the three last mentioned being creditors of the association. The price paid was \$1250. A representative of the *World* called on Mr. Murphy, who stated that he probably would become the sole owner of the track and appurtenances, as he had made an offer to Messrs. Sheehan, Richards, and Tuttle, to purchase their shares, and that it would, no doubt, be accepted. In answer to a question as to the future uses of the grounds, Mr. Murphy stated that the present track would be allowed to remain intact for use by cyclists, and that he intended building another track on the outside of the present one for the purpose of trotting races. The grounds will also be utilized for base ball matches. Any information as to the hiring of the track, etc., should be addressed to Mr. Henry Murphy, Falmouth House, Central Avenue, Lynn, Mass.

FOR the first time in weeks our English exchanges come to hand sans records made during the week preceding date of their issue. This leaves an aching void, and our weekly curiosity as to what record will go next, will for a time have to be restrained.



NEW JERSEY NOTES.

"RATCHET." ABOUT the richest piece of news I am able to give is that the New Jersey Cycling and Athletic Association has succeeded in so arranging things that they will hold the Roseville grounds. So if we receive a visit from the Britons, as promised by the "Senator," there will be at least one track on which they can ride. The Association proposes to make a start early in the spring, and make things "hum" for all they are worth.

The toboggan clubs are beginning to get ready for the winter's sport, and the slides of the Orange T. C. will be made one hundred feet longer than last season.

The Atlanta Wheelmen had about five hundred people in Association Hall, on the 14th inst., listening to Charles Dickens read his father's famous "David Copperfield." They were all well pleased.

SOME of the Orange boys are to make a "go" for the twenty-four-hour record over the Orange macadam very soon. C. S. French, W. H. Booth, C. W. Freeman, L. H. Johnson, and T. C. Gilmore, Jr., have thus far signified their intention to start.

MY "Monthly Budget of Clippings From the Cycling Press," better known, perhaps, under the title of the *American Wheelman*, has "got here." That is, the October issue has (reached me Nov. 16). Doubtless the November number will come in the form of a "Holiday Issue."

W. B. BANKER, of the Passaic County Wheelmen, has succeeded in running his season's record above the three-mile notch. Mr. Banker rode to and from his business every day during the season, and took an occasional run to Paterson, Newark and other towns on his wheel.

THE Passaic County Wheelman will give an entertainment on the evening of the 29th, open to the general public. The ushers will be in full uniform, and those wheelmen who attend are requested to appear in the uniform of their respective clubs. The entertainment will be held in the club house.

"GENTLEMAN JOHN" just strike it light on the "coffee-mill" challenge. If these Star men throw out a challenge, as they have done, what more can be expected of them? Do you want them to accept it on behalf of crank riders? It would seem so, as you "don't think the crank men have any reason to put themselves about to take up the challenge." * * * At any rate, don't forget that unanswered letter of mine.

KLUGE and Racing Board; Racing Board and Kluge, is going the rounds of the press, and it's about time the threadbare subject was settled one way or the other. If the Racing Board transgressed in re-instating Kluge, why in—don't they go for the Racing Board, and have done with it. I'm glad to hear that the Hudson County Wheelmen intend to push the protest to a point, as that is the only way to clear Charley; and that it will clear him, I am satisfied. As a matter of fact, if the absurd "amateur" law was done away with entirely, and class racing inaugurated, it would please all round. We've had enough wrangling over "distinctions" to last us a life time.

THE Essex County Toboggan Club, Staten Island Athletic Club and Manhattan Athletic Club have combined their forces for the purpose of giving three entertainments, one at Music Hall, Orange, 15 Dec.; one at German Club rooms, on Staten Island, 17 Dec., and the third at the Metropolitan Opera House, New York, 20 Dec. A change will be made in the programme at each performance. The programme will include many of the attractions which were presented at the entertainment given by the S. I. A. C., in Orange, last spring, but on a greatly enlarged scale, the Charleston Blues, of Staten Island, being reinforced by the Charleston Blues, of Company A, Seventh Regiment, N. G. N. Y. The Staten Island Athletic Club, Manhattan Athletic Club, New York Stock Exchange Glee Club, and a triple quartette from the Seventh Regiment will

also add their efforts. The usual "end men" of minstrelsy will comprise eight, and there will be four "Mr. Johnstons," or middle men. The second part of the programme will consist of quartettes, glees, prestidigitations, songs, dances, stump speeches, banjo, sextette and burlesque, and the whole entertainment will wind up with a grand athletic tableau, in which two hundred athletes will appear in the costume of their clubs.

NEW ORLEANS.

"R. G. B." R. G. B. takes the hint, Mr. Editor, and will occasionally "drop you a line" in the future. There is one thing, however, that may be worth while recalling to your mind. I am one and the same genius (?) who manipulates pencil at this point for a certain worthy contemporary of yours, and in my capacity as such was a short time since most gloriously sat upon by a former correspondent of the *WORLD*, who recommended that your contemporary secure a full grown man for its New Orleans correspondent; which advice, however, has to date failed to bear fruit. I mention this that you may take warning and act before it is everlastingly too late. And now, Jay Phoebe, you ink-slinging, curly-haired "kuss," what think you of this? and by the by, old fellow, glad to know you haven't forgotten me since you have gone up North.

CHIEF CONSUL HODGSON and Secretary-Treasurer Betts have just returned from the Shreveport, La., fair. Hodgson attended in the capacity of exhibitor and official of the cycle races, and Betts indulged in the races themselves, and brought home as a result a handsome pair of gold cuff buttons, and a \$5 hat. The following is the outcome of the races: Nov. 11, Two-mile dash—Sprigg, first; Betts, second; Alford, third; time, 8.00 5-8. Nov. 12, Half-mile—Betts, first; Alford, second; Sprigg, third; time not taken. Shreveport championships, one-mile—Sprigg, first; Alford, second; Marburg, third; time not taken.

ABOUT the only thing in the cycling line which is at present attracting attention is the handicap road race to West End (5 1-4 miles) which occurs on Thanksgiving Day. At this writing things connected therewith point to something big. All the fast men, and a number of new ones have entered, and a dozen starters at the very least are expected. The contest between A. M. Hill and C. B. Guilloite is especially attracting notice. They are very evenly matched, having defeated each other an even number of times in short-distance races, and the coming fight between them in the road race will go far towards settling a much-discussed question. George Guedry, another "flyer," has announced his intention of starting even with Messrs. Hill and Guilloite, and it will be interesting to note his showing. In this race we will give the plan of the "moving grand stand" a trial. The train of cars will follow the racers and keep them in view the entire distance. The road is usually in very fine condition, but just now is far from good, and no very fast time is expected. The prizes are, medal to first man, and bicycle accessories to second, third, fourth, and fifth. The entrance fees are to be used for a purpose a little outside of the usual. Turkey and jelly will be purchased and presented, as the wheelmen's Thanksgiving gift to one of the orphan asylums here.

PITTSBURG and VICINITY.

"DUQUESNE." THE *American Wheelman* surprised us all by putting in its appearance a few days since, and although its chestnuts are venerable and have long gray whiskers, we enjoy them hugely, especially those which naively inform us that the St. Louis boys beat the world on the road, path and hill; how they ride from dewy morn until dusky eve over the De Soto road without tiring; and how the "Ramblers from way back" used to * * * which no one else ever did before or since.

MURRAY and Critchlow intend trying for 200 miles in 24 hours next summer. Will Mr. Critchlow kindly tear a piece from that towel and share and share alike with Mr. Murray?

EVERYBODY here is sorry that Belding won't tackle Greenwood on the De Soto race. As Belding made it in 5.03, and walked five miles of new road, it is apparent that 4.20 would be pushed.

Who is this fellow "Duquesne"?
And is the man really insouciant?
Or is it quite trugh
That his name it is Hugh?
If not, then it must be McGowuesne.

WHEN the A. C. expulsion cases reach the L. A. W. Membership Committee, we may see a little ancient history resurrected that will

make some mighty interesting reading. One of the "black sheep" is liable to make a fight, and if he does there will be some fun for the audience.

GEORGE D. GIDEON, the father of Pennsylvania cycling scribes, now relinquishes both pen and pedal. He had *nom de plumes* by the dozen, but was best known as "Dixey," "Lord Dolphin," and "Don Caesar." While he was famous as a "kicker," he was still more famous as a rider and gentleman. Every true wheelman will be sorry to lose him.

A SHORT time since I spoke of an article which appeared in the *Pall Mall Gazette* against road racing; it has since been said that Joe Pennell is now running a regular wheel column in that paper. Well, to be candid, racing on the road is illegal, so is the running of railway trains on Sunday, but neither of them will ever stop until public opinion veers round and puts a veto on them. Like the "blue-laws," which are contrary to everything as practiced in this latter half of the nineteenth century, are the laws of the road, which utterly fail to meet the requirements of the present day.

I CLIP from the *Post* of Nov. 19, the following: "What causes the broadest smile though, just now, is the exceedingly cheeky claim of the Banker brothers to a record, on account of their recent 116-mile ride, the distance being covered, it is alleged, in 18 1-2 hours. In order to obtain a record, the course must be, at least, 50 miles in length, while the course selected by the claimants was a scant 30 miles with a return, the remaining mileage of 56 miles being procured by chasing up and down the Butler plank road in the moonlight to De Haven and return. There are plenty of riders in this vicinity who could easily duplicate the performance, and would not think it worthy of special mention, and they are immensely tickled at the conceit which gave birth to so presumptuous a claim." I agree with the *Post* that the claim was presumptuous, but by what right does it lay down the law and say that to obtain a record the course must be, at least, 50 miles long? It seems that the writer of the above has not been informed of the demise of the A. C. U., neither does he know that the *BICYCLING WORLD's* course is between 20 and 21 miles in length, as is the Clarksville, Mo., belt road; the only records that are made on a 50-mile course are those made at Crawfordsville, Ind. I do not object to the length of the course, but merely to the attempt to claim the persimmons on a mediocre performance. [Our correspondent is not quite correct. The Crawfordsville courses are 25 and 27 1-2 miles.—Ed.]

TWIN CITY LETTER.

(St. Paul and Minneapolis.)

"GENTLEMAN JOHN."

ON Tuesday, the 8th inst., at 6.05 o'clock, A. M., Colie Bell, on a special Star bicycle, started out to break the record made by E. J. Hale, of 103 3-4 miles in 10h. 15m., actual riding time, and also to establish road records from 50 to 130 miles (the State record for long distance, made by J. R. Stockdale in 15 hours). The first 25 miles was made in 2h. 8 1-2m.; 50 miles, 5h. 37 1-2m.; 75 miles, 8h. 5m. 30s.; 100 miles, 10h. 49m. 30s. The actual riding time was as follows: Twenty-five miles, 2h. 1 1-2m.; 50 miles, 4h. 21 1-2m.; 75 miles, 6h. 32 1-2m.; 100 miles, 8h. 38m. Ending up the 100 miles at his brother's bicycle store, he rested ten minutes, and then accompanied by his brother, Grant Bell, he made 32 miles in pitch darkness, snow and rain. After riding round in the suburbs, they made for St. Paul, by way of Fort Snelling, and ended up at the Capital restaurant at 8.20 o'clock, P. M., the cyclo-meter registering 132 3-8 miles. Bell, being satisfied with what he had done, concluded to take the train home.

COLIE BELL has also taken the long-distance honors for the season of eight-months' riding time, riding 5113 miles. He rode on 214 days out of the 245. During the remaining 31 days the roads were unrideable, being still soft after the snow. From the 27th day of April he has not missed a day's riding, going out rain or shine. The score by months is as follows: March, 170 miles; April, 426; May, 917 1-2; June, 575; July, 799 1-2; August, 868; September, 638; October, 869. The above distance beats E. J. Hale's record of 1886, by 613 miles. One day he covered 112 1-2 miles in 9h. 39m., actual riding time, and his time for 132 miles was 11h. 54m. The whole time, including stoppages, was 14h. 15m. His route during the day was Hopkins, Richfield, Diamond and Pearl Lakes, Minnehaha, Fort Snelling, and St. Paul. He did the riding alone except the last 32 miles. If the weather permits, he intends to make a run for the 25-mile road record, which stands at present at 1h. 50m. Those who may be inclined to laugh at these records, should see the terrible roads they were made on. If they still remain scornful, let them come and try it themselves. A trial of this side would shut them up forever.

BROTHER wheelmen, take off the unsightly and cumbersome

brakes. They are a relic of barbarism and a mark of effeminacy. It is a good idea to ride without a brake. It gives a rider an amount of control over his machine he can get in no other way, and with a little practice a rider can "back-pedal" down as stiff hills as he ever dared to ride down with a brake. If a hill is too steep to ride without a brake, it is good policy to walk down. Back-peddaling develops a set of muscles in the thigh and calf which are extremely useful in wheeling.

NEARLY every Sunday a party of Minneapolis wheelmen come over to St. Paul and pay me a visit. I am always glad to see them. They no not understand the reason the St. Paul rustics laugh at passing wheelmen. I do. The people are very "young" in certain matters. Many of them are essentially vulgar, and have never ventured very far into the pale of civilization (whatever that may mean.) They are totally unacquainted with the customs of other localities, far less countries, and are boorish, clownish and inhospitable to an alarming extent. Not so with Minneapolis people.

THE *Evening Dispatch* of Edinburgh, apparently a "liberal" paper, as its editorial column seems to be devoted to eulogizing the "Grand Old Man," devotes much space and favorable criticism to the six-day race at the Waverly Market, in which the American team compete against the cracks of Scotland, England and France. I know that wretched market, and once nearly killed myself in negotiating a turn on a 55-inch racer.

RECORD OF

THE WEEK.

"NOT make a mile in 2m. 20s.? Let somebody who doubts the possibility of the performance offer \$1000 to the one who can first make it, and he need not be astonished if more than one of the riders of to-day can succeed in accomplishing the feat."—*Herald*. We don't feel like offering the first man who does it \$1000, and we don't bet; we, however, agree to give a handsome gold medal to the first man to accomplish the feat of one mile in 2.20, providing it be done within the next two seasons; the only condition being that either the editor of this paper or his representative, be present at the performance. We do not believe, however, that the offer of \$1000 would secure the record at those figures. Ten seconds on a mile is a heap, and represents about 360 feet at the rate of 2.30.

LATE suppers, Welsh rarebits, etc., are the latest fad among members of the Boston.

IN consequence of the annual holiday on the last Thursday in November we go to press one day earlier than usual.

Now that Kluge has been re-instated, the friends of Percy Stone will make an effort to have him taken back as an amateur.

IT seems that the celebrated dandy horse window in the church at Stoke Poges, dates about 1580, and that the work was executed in Italy.

AT the close of the first day in the six-days' contest between the cowboys and bicycles at Agricultural Hall, London, the wheelmen were a mile and one lap ahead.

A. L. BOWER defeated E. Hale in a neck-and-neck 10 3-4-mile cycle road race in England, Oct. 29, in 42m. 42 2-5s., only 15 yards separating the men at the finish.

H. D. COREY has arrived back in Boston after an absence of a month in England. Mr. Corey's home-coming will be a sad one, as his father died during his absence.

Now that Etherington has severed his connection with *Wheeling*, we suppose we shall hear something definite about that exhibition of sporting goods promised by Dame Rumor.

ECK now feels that he can go to sleep for the rest of the season, the team under his charge having got the 100-mile and the 24-hour records in a nook that it will be very hard to reach.

WILHELM, of Reading, Pa., is one of the most successful amateurs of the past season. The total value of his winnings in medals and prizes is estimated at \$2000 for the whole season.

THE *American Wheelman* is out, and it celebrates its October number, which appears in November, by stating that 2.20 for the mile will be accomplished within the next five years. We doubt it.

DINGLEY, of the Champion team, seems to think that 360 miles is about his mark for a 24-hour indoor record. We do not know of a man who can get closer to it, if he tries, than the aforesaid Dingley.

THE N. C. U. does not follow very closely in the lead of our own L. A. W., as it positively refuses to re-instate any of the "maker's amateurs," or those who had ever been suspended as such. That's "biz."

We positively and decidedly refuse to reveal the identity of the young man who thought he looked like the Princess of Wales. No amount of coaxing or threatening will cause us to divulge his personality.

MR. JOHN READ, of Wm. Read & Sons, is a member of the Massachusetts Legislature. We wish the Legislature was composed entirely of just such men as Mr. Read; the public welfare would be better subserved.

MORGAN has been riding John Keen a five-mile match race. Keen rode his new patent geared wheel. After going about seven laps, the rubber tire of the "old hoss's" back wheel came off, thus giving an easy victory to the American.

MR. WM. FLINT, of Wakefield, Mass., met with a serious accident last week. He was found unconscious in the road, having been there some two hours before he was discovered. His collar bone is broken, and he is otherwise badly cut and bruised.

THE Amusement Committee of the Boston Club are soon to revive the winter entertainments that proved so attractive last season. It is hoped that Chairman Donahoe will retain the leadership of the committee, as he is a man of limitless resources.

It looks now as if the year 1888 would come and go without any Columbia team being in the field. There is lots of time between the present and next spring for the Pope people to change their mind. Remember that Howell *et al.* will visit this country next year most probably.

THE Citizens' Club of New York held a very swell musicale at their club house last Tuesday evening. All the cycling lights of the city were present, and many from out of town. Kennedy-Child, who has just come back from New York, reports a delightful time at this reception.

THE Bristol County wheelmen have distinguished themselves by prohibiting the smoking in their club rooms. Why this extremely eccentric regulation? A contemporary suggests that the too frequent indulgence of "two-fers" by certain members of the club may account for the rule.

A NEW bicycle club has been organized at Lawrence, with the following officers: President, Charles H. Davis; Vice President, Dr. C. W. Partridge; Treasurer, William S. Jewitt; Secretary, H. L. Sherman; Directors, Charles H. Davis, C. H. Beedle, A. H. Robinson, Francis Cogswell, Dr. George W. Dow.

A LOT of new vulcanite handles for the New Mail, were lately sent Charlie Schwalback of Brooklyn. For some reason Charlie suspected dynamite, and was scared into fits. All sorts of experiments were resorted to, to find out the contents of box, until at last after great care, the box was opened, and—the bill at the bar was just \$3.95!!

FOR nearly a year the *Cyclist* has been hard at work getting up a fund to supply a life-boat equipment to present to the association as a jubilee gift. The sum has been raised, and the *Cyclist* is happy, as it should be, in that it has accomplished a good work. The total sum raised is in the neighborhood of \$3,400, all paid in sums of six pence up.

"DEAD as Chelsea." And why dead? Chelsea is not dead by any means, but takes steps to see that the guide board law is put into force. Local clubs have been after the city officials, and the said officials have agreed to see that the boards are placed in position. Hereafter let it be "as live as Chelsea." The old slur has no longer any edge.

A LARGE story has been going the rounds that Hollingsworth demanded \$5000 of the Pope Mfg. Co. to ride in our proposed Boston to Chicago race. We are not advised as to the amount that Hollingsworth demanded and did not get, but we do know that \$5000, the figure named by some papers, is away beyond the amount talked of by Sam and his principals.

WE wish we could have accepted the invitation of the Long Island Wheelmen to be present last Wednesday at the house warming of their new club house at No. 1281 Bedford avenue, Brooklyn, N. Y., but as our Thanksgiving engagements called us to another part of New York State, we had to forego the pleasure of being present. We wish the L. I. W. a nice warm time.

OUR Minneapolis-St. Paul correspondent, "Gentleman John," is soon to hie him away to the land of the thistle, bonny Scotland. We shall all be sorry to lose him, but we hope 'tis only for a time. He has promised to call on us *en route*, and we shall hope to be able to extend some slight personal courtesy ere he leaves the shores of America.

"KING SOLOMON'S MINES" has been parodied by one who calls

himself Hyder Ragged, and his production, "King Solomon's Wives." The *Cyclist* seems to think that a wheelman is responsible for the parody, on the ground that "this description, coupled with the fact that Sir Harry rides up to the starting point on a tricycle, is clad in C. T. C. costume, and carries as his literary pabulum in the heart of Africa a copy of the *Cyclist*, which in the humorous illustrations is always lying about somewhere, seem to point to the fact that "Hyder Ragged" knows something of the world of wheels. Who is the cyclist that has done this thing? Anyway, to one who has read the original book the parody is very funny.

THE Brookline Club took their first annual dinner at Young's Hotel last Thursday evening. Some forty members and guests sat down to the table. Among the guests of the evening were Messrs. Correau and Morrin of Le Trappeur Club of Montreal, and W. Farrington and Capt. Peck of the Massachusetts Club. The Brookline Club is really the "young men's" representative club of this vicinity; it has in its ranks some of the best riders round Boston, and it was with some surprise that its members were made conspicuous by their absence in the Eastern Road Club race a month ago. The Brooklites have the material for a team; all they need to be is a little more ambition to make a mark in the road racing annals of this vicinity. The Boston and the Massachusetts Clubs are composed of sedater men, and can hardly be expected to hold a prominent position as road racing clubs, but it is to clubs like the Brooklines, whose membership is composed of young men, that we expect to see keep up an interest in the sport of road racing.

THE town of Quincy, Mass., has, for past years, been celebrated for its villainous roads, but we are happy to say that the authorities of that corporation have at last wakened up, and are determined to mend their ways in the future. Their first move is to build over that portion of the road through Quincy to Quincy Point, and thence to Weymouth, in a manner that is remarkable for its thoroughness and scientific construction. Cyclists, who now pass over that road, will no longer have occasion to use strong and difficult words in expressing their opinion of the town road masters. On several occasions our business or pleasure has necessitated our passing through Quincy at the risk of our neck, and we are happy to think that hereafter we shall not feel constrained to make our will and bid our friends an affectionate farewell, ere we venture on to the highways of the ancient town.

"THE man who has discovered that steam can be conveniently applied to the bicycle is not such a benefactor to the race as he evidently believes himself to be. He has simply invented a device which takes from the wheel its athletic character, and does not leave much instead. The bicycle is only useful as an instrument for the increase of muscle. If a man wants to travel by steam, he can patronize a railroad. Besides, it is not every man who can run an engine, or would if he could. The steam bicycle will do no more to hurt bicycling than the steam launch has done to injure yachting." The above is taken from the Omaha *Chronicle*, and 'tis evident the writer is not up with the times, when he states that the bicycle is useful for the "increase of muscle." This is rank heresy, and no such thing. The bicycle is an instrument useful in the development of the tricky, tactical side of a man. We have embraced the Hillieritish theory, and we are going the whole hog. "Muscle" be hanged, that is an exploded theory. Eh, Prial?

THE reasons why Kluge was protested in the New York and New Jersey Road Race Association are contained in the following letter from A. B. Barkman, of the Brooklyn Bicycle Club: "First.—On the ground that he has not been an active member in good standing of the club he represents, for three months previous to the race. Second.—That he is a professional or promatuer. Third.—That the Racing Board had no right and has no power to re-instate him, or any other professional. Fourth.—That allowing men of his class to compete is contrary to the spirit of the association, which is to foster purely amateur and friendly competition between the contestants; and Fifth.—That allowing him to ride will establish a bad precedent, and demoralize the harmonious workings of the association. In entering this protest, I would say that I have been urged to do so, and that I voice the sentiment of a large number of wheelmen, and I protest, not only as Captain of the club I represent, but also as a delegate to the association."—The third reason, as to the power and right of the Racing Board, is likely to raise a smudge in that Board. Out of this we may have a circus.

A GENTLEMAN writing to a contemporary, states the fact that he contemplates taking a run of some thirty miles on Thanksgiving Day into the wilds of Jersey, and asks if there is any one in the vicinity of Philadelphia or Camden who has the acuity to accompany him in his tremendous and perilous ride. The gentleman has a very long name, and he signs the letter in full. The importance of this great proposed ride, and the record distance named, of thirty

COVENTRY MACHINISTS' CO., LIMITED.

On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, BEATING THE EXISTING RECORD FOR 10 MILES BY

One Minute 56 $\frac{2}{3}$ Seconds.

Covering the whole distance in

27 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

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BOSTON, MASS.

Good Men on Good Wheels PUT THE RECORDS WHERE THEY STAY.

It is about a year since Stillman G. Whittaker made the following set of World's Records on the Crawfordsville course, viz.:

**10 Miles in 29 Minutes 13-4 Seconds.
20 Miles in 59 Minutes 35 4-5 Seconds.
100 Miles in 6 Hours 11-2 Minutes.**

And these records have stood ever since, notwithstanding the fact that the competitive trade have done their utmost to acquire them.

While other manufacturers have built special wheels for this purpose, which differed materially from those they offered the public, all of our performances have been on the identical wheels listed in our Catalogue, and we claim, therefore, that they are remarkably significant, and demonstrate unquestionably the

EASY * RUNNING * QUALITY * OF * OUR * BEARINGS.

Then that performance of Frank Dingley's on the Lynn Track:

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.

Being 25 minutes better than the American record and 11 minutes better than the English record. Quite a number of attempts have been made to lower this by other makers since, all of which proved to be failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers.

Respectfully submitted,

Gormully & Jeffery Mfg. Co.,
CHICAGO, - - ILL.

Send for the last edition of our Catalogue.

miles, "all in one day," will, no doubt scare many of our great road riders. That our contemporary should give space to such an announcement gives the impression that copy must be mighty scarce in the office thereof. We shall now expect to see men writing letters to the same paper, announcing the fact that on such and such a day they expect to take a tour of a mile and a half out to the forks of Beacon street and return, and asking for company in their wild and reckless adventure. We may be accused of giving space to notice such nonsense, but the letter and the grave announcement are too overwhelmingly absurd to pass over without a laugh. Why, Tom Stevens started round the world with less announcement than does this gentleman, who "contemplates a run" of thirty miles, "or even" thirty-six miles, all in one whole, large, elegant day.

"The Louisville Courier-Journal" has a new and distinct version of the bull and bicycle story. This is about the truth, I believe. By way of variety it strikes me that Dingley's running into a horse-and-knocking-him-down tale is a change for the better. But why not get up something startlingly new? How would this do for instance? While Mr. J. O. Spotts, President and Captain of the Eureka Bicycle Club of Taffitulu, was taking a pleasure ride on the towpath of the canal the other evening, he was overtaken by the swift-sailing packet 'Mary Jane.' Infuriated at the sight of Mr. Spotts on his beautiful 48-inch Budge wheel (G. L. Jones, agent,) trespassing upon forbidden ground, the enraged canal boat made a furious charge at him, climbing up the bank and overtaking him rapidly as he fled. Grasping his handles with the grip of death, Mr. Spotts bent over the bar, and put forth his best speed. There was no time to think! It was a race for life or death! Faster and faster went the bicycle! Faster and faster came the grim pursuer! Capture seemed inevitable! Behind him the 'Mary Jane' charging along with the grim desire of an unfed and desperate canal boat! On one side a steep, precipitous bluff! On the other the canal! Despair! Desperation! Suddenly a gleam of hope shot through the heart of Mr. Spotts. Running his hands through his hair, he plucked out the hayseed and straw, dropping them behind on the path with a last effort, he sank exhausted from the saddle. He was saved! It was the last straw that did it. The mules, on reaching the hayseed, stopped to devour it so suddenly that the 'Mary Jane' was unable to check her speed, and plunged headlong into them. Crash! Mules, 'Mary Jane,' and all, fell headlong up the side of the bluff, a total wreck. After a short rest, Mr. Spotts rode home in the twilight, thanking Providence for his miraculous escape, and vowing that hereafter he would always carry a bale of hay about with him. Mr. Spotts vouches for the truth of this story. Mr. Spotts is a prohibitionist."—*American Wheelman*.

"PRAY you, my good friends, don't think I am egotistical if I venture to remark that I looked in at the Agricultural Hall yesterday in order to see how the managers of that noble institution which combines ancient art with modern science were getting on in their preparations for the mustang match against the bicycles. I thought, perhaps, some of the horses with Broncho Charlie and Conko Bill, together with the Bicyclists, Howell and Woodside, might have been there taking the "heft" of the thing, as they say down West, and which phrase was used down West centuries before it went to "Amurrica." I speak from personal knowledge, and am not to be beaten by any fisherman in the untruthful department. Preparations were more backward than I expected to find them, but, perhaps, it was as well, because it afforded me an opportunity of seeing the groundwork of the thing. Every horseman must know that, however clever, quick of hand and eye, hard-headed and enduring be the riders round a confined space like the Agricultural Hall, the bicycles must have advantages at the turns, and that is where I expect the wheelmen will win the race. For goodness sake don't take this, an adverse opinion to the horsemen, with whom my sympathies rest, but if they win, they will win against artificial difficulties, for take them over a country, or a prairie with or without a fence, the machine would be nowhere behind that noble animal, described by Messrs Tattersall, Messrs. Freeman, Mr. Rymill, Mr. Tompkins, an other naturalists, as the "nice little 'oss." In the Agricultural Hall galloping track, crossbars of wood are laid down at about a foot and a half apart, to give a hold to the strike of the hoofs, and the corners of the track are sloped to meet the impetus of the swing of man and horse as they dash round at full speed, and so prevent slipping up. Whatever be the practical results of the contest, I am of opinion that it will "catch on," and that London sight-seers will not fail to flock in their thousands to see a brilliant exhibition of speed and endurance on horseback and on wheels. When Artemus Ward pulled a thing he said he was paid for doing it. I may say that, unlike that brilliant genius, whose memory everybody who knew him reveres, I am not paid for this pull, and it is not an advertisement. But I hope it will do good, and that I shall not be found wrong in my deductions. The Agricultural Hall next week will be good."—*Angus in Sporting Life*.

MR. TOM BUMPUS.



The original of the above, whose name and likeness heads this article, is and has been a central figure in cycling circles for many years. He first became prominent in racing as an exponent of the now obsolete school, that taught the votaries of cycling, that wind, muscle and pluck were the necessary factors to make a successful racing man. He is the holder of some of the records made when this coarse and vulgar style of racing was in vogue, and we are assured by this great man that this is a source of constant regret and chagrin to him; as faithful biographers we cannot, however, conceal the fact. In the year 1887, he began to study the theory advanced by that great champion of the new tactical school, Mr. George Lacie Hiltshire, and his American apostle, Mr. P. F. Trial, and the subject of this sketch soon saw possibilities in the new departure, that bid fair to obliterate the old school fast men from the face of the race tracks. Mr. Bumpus was really the first American exponent of the tactical method, but soon he had many followers, and now, to-day, (July 10, 1894,) he can count his pupils and his admirers by the thousands. The series of triumphs and victories enjoyed by Mr. Bumpus are fresh in the minds of our readers, but undoubtedly the greatest race he ever rode, and the one of which he is proudest, was the one-mile world's championship that he ran with England's best man, Dickey Growell, in the unprecedented time of 42 minutes. We never shall forget the enthusiasm of the spectators, consisting of a blind man, four small boys, an organ grinder, and a monkey, as the unapproachable Bumpus out-generated the Britisher. It was a contest of giant intellects (the time, 42 minutes, shows that), and it was a proud moment when Dickey shook hands with his intellectual antagonist, and remarked, "Bumpus, my lad, you have a large head for tactics." It is a lamentable fact that this new style of racing does not draw big gates. The world is yet too brutally inclined to enjoy such grand exhibitions; we even now hear the coarse and low-minded speak regretfully of the days when the muscular, plucky Rows and Howells used to fly round the track at a 2.30 clip and win races by mere horrible brute force. Mr. Bumpus is not only celebrated from a racing point of view, but he is prominent in a cycling literary way. His series of articles that appeared in the WORLD during the winter of 1893-4, on "How to Win Races and not Ride," have already reached a world-wide fame. His bright little book, entitled "Tricks and Tactics," is now in the hands and pockets of every racing man in the universe. Who has not laughed over his rich, poetical satire of "How to Win, a retrospect of how they used to ride." There are several other articles of value that he has contributed to a grateful public. Mr. Bumpus is a living example of how a man possessed of a large head and no physique can become a champion cyclist. One more point and then we have done.

It will be remembered that the manufacturers, in those days of ignorance, were won't to spend much time and money in perfecting machines, so that ease of running and great speed could be obtained; hence *fast* time. The fallacy of this "fast time craze" has been proven by the followers of the "tactical school," and the consequence is that the old-fashioned spider wheel and ball-bearing 24-pound racing machine is no longer known in the land, but the three-wheel wooden machine of our boyhood has been found to be the machine of the tactician. A sad proof and witness of this are the weed-covered factories of Coventry, Hartford, Chicopee and Chicago. The machine ridden by Mr. Bumpus is a 30-inch Whirling.

ENGLISH RECORDS.

THE N. C. U. Records Committee have passed the following claims:

BICYCLE (PATH).

Quarter-mile, 37 1-5s.—P. Furnivall, Berretta C. C., at Crystal Palace, 14th September.

Half-mile, 1m. 14s.—W. A. Illston, Speedwell B. C., at Coventry, 9th July.

Two miles, 5m. 22 1-5s.—F. J. Osmond, Norwood Safety B. C., at Crystal Palace, 25 August.

F. J. Osmond, Norwood Safety B. C., at Crystal Palace, on 8th September:

MLS.				M.	S.	MLS.				M.	S.
3	-	-	-	8	14 2-5	7	-	-	-	19	33 4-5
4	-	-	-	11	5 2-5	8	-	-	-	22	26 1-5
5	-	-	-	13	55	9	-	-	-	25	16 4-5
6	-	-	-	16	40 2-5	10	-	-	-	28	4 3-5

P. Furnivall, Berretta C. C., at Surbiton, on 22d September:

MLS.				M.	S.	MLS.				M.	S.
11	-	-	-	32	7 3-5	15	-	-	-	43	59 3-5
12	-	-	-	35	4 2-5	16	-	-	-	46	55 1-5
13	-	-	-	38	2 4-5	17	-	-	-	49	55 1-5
14	-	-	-	41	3 1-5						

Eighteen miles, 52m. 53 2-5s.—M. V. Cassal, Berretta C. C., at Surbiton, 22d September.

P. Furnivall, Berretta C. C., at Surbiton, 22d September:

MLS.				M.	S.	MLS.				M.	S.
19	-	-	-	55	50 1-5	23	-	-	-	67	51 2-5
20	-	-	-	58	50 3-5	24	-	-	-	70	52
21	-	-	-	61	50 1-5	25	-	-	-	73	49 3-5
22	-	-	-	64	51 1-5						

C. Potter, Surrey B. C., at Surbiton, on 24th September: From 28 to 50 miles, inclusive, as per the WORLD of 14 October.

Greatest distance in 1h., 20 miles 675 yds.—P. Furnivall, at Surbiton, 22d September.

Greatest distance in 2h., 37 miles 1,420 yds.—C. Potter, at Surbiton, 24th September.

TRICYCLE (PATH).

Quarter-mile, 40 3-5s.—F. S. Buckingham, Blackheath Harriers, at Coventry, 22d October.

A. L. Bower, London Wheelers, Crystal Palace, 20th September:

MLS.			H.	M.	S.	MLS.			H.	M.	S.
21	-	-	I	8	29 3-5	24	-	-	I	18	41 3-5
22	-	-	I	11	50 4-5	25	-	-	I	22	5 4-5
23	-	-	I	15	10 1-5						

A. L. Bower at Crystal Palace, 26th September: From 26 to 50 miles, inclusive, as per the WORLD of 14 October.

A. L. Bower at Crystal Palace, 30th September: From 61 to 150 miles, inclusive, as per WORLD of October 21.

TANDEM TRICYCLE (PATH).

Quarter-mile (flying start), 38s.—E. B. Turner and E. Kiderlen, at Long Eaton, 8th July.

Mr. J. S. and Mrs. Smith, at Crystal Palace, 8th October:

MLS.		H.	M.	S.	MLS.		H.	M.	S.	
21	-	-	1	7	1 3-5	24	-	-	1 16	55 3-5
22	-	-	1	10	19 3-5	25	-	-	1 20	6
23	-	-	1	13	37 1-5					

TRICYCLE (ROAD).

Twenty-four hours (264 miles), G. P. Mills, Anfield B. C. Hatfield, Biggleswade, Peterborough, Wisbech, Long Sutton, Lynn, Dereham, Lynn, Long Sutton, Wisbech, Peterborough, Biggleswade, Bedford, Biggleswade, and Potters Road, on 3d September.

For the Records Committee,

FINLAY A. MACRAE, Hon. Sec.

RALPH TEMPLE WINS A 5-MILE RACE FROM DUBOIS.

At Agricultural Hall, London, Nov. 7, R. Temple and Jules Dubois, rode a 5-mile match, thus described by the *Cyclist*: "At the word go Temple rushed off with the lead. Finishing the first mile Dubois seized premier position and cut out the running at a good pace, only to be dispossessed of the lead as they finished in the next lap. Throughout the rest of the distance the men gave a fine display of sprinting, alternately running up and taking the lead, to the delight of 7,000 spectators gathered round the tracks. A lap-and-a-half from home Temple rushed to the front with a magnificent spurt, and pedalling like a little demon took a ten yards lead from the Frenchman, which he never lost, and going on won by six yards. Time, 16m. 11-2 s."

HARVARD BICYCLE CLUB ROAD RACE.

The 15-mile handicap road race of the Harvard Bicycle Club was successfully run last Friday afternoon. The weather was very fine, except for a rather strong wind. Doane and some other Boston riders came out to see the race, and the former kindly acted as pace maker for two of the riders. McCammon, who stood a good show for first place, was nabbed by a policeman and lost two or three minutes arguing about the moral benefits of road racing in general, and the road race of the Harvard Bicycle Club in particular, and (incidentally) giving his name and address. Herrick took a bad header, which delayed him several minutes, but he regained some of his lost ground, when a policeman chased him a block, with a policeman's notorious swiftness. The five first men in were freshmen, and class '91 also produced the two best times. The first two men received prizes, and Norton gets a cup for going over the course under 1h. 10m. Considering that none of the men were in training—in fact, the race was only announced four days before it occurred—the times were very creditable. The course began near Central Square, Cambridgeport, and ended near Mt. Auburn, and measures just fifteen miles. Merrill, '90, and Drake, '88, took the time and position at finish. Eleven men started, and the following finished:

	START.	ACTUAL TIME.
1, E. A. Bailey, '91,	-	6
2, R. H. Davis, '91,	-	*
3, Kenneth Brown, '91,	-	4
4, A. H. Williams, '91,	-	8
5, R. D. Herrick, '91,	-	8
6, J. W. McCammon, '88,	-	10
7, N. F. Hesselstine,	-	6
8, E. A. Darling, '90,	-	4
9, Elliot Norton, L. S.,	-	*
* Scratch.		

HORSES vs. BICYCLES.

THE latest advices from England in regard to the match between R. Howell and W. M. Woodside on bicycles, and Brocho Charley and Marve Beardsley on mustangs, only give us detailed accounts up to the closing of the fifth day. The contest is a 48-hour one, six days, eight hours a day. "Senator" Morgan is managing the affair and the race has proved one of the greatest drawing cards of the season. We clip from the *Sporting Life* some of the details:

A wonderful amount of excitement was worked up, and every change in the positions of those engaged was easily watched and applauded. When the competition was brought to a conclusion on Thursday night, the cyclists were leading by a mile and nearly 600 yards, but this advantage was soon reduced yesterday, and before four o'clock, or less than three hours' riding, the balance was on the other side of the books. The concluding hour was marked by unusual excitement, Beardsley riding magnificently, while Woodside tried hard to wrest the lead. At the finish the horses, however, had the best of it with a lead of a quarter of a mile.

The hall was much brighter when the competitors were started for their fifth day's work, and there was a numerous company present from the time the doors were opened. Broncho Charley was the first to bestride the noble animal, having Howell for his opponent, and both dashed along gaily. The horsemen made the most headway, and in the first thirty minutes rode 9 miles and 3 laps, against 8 miles 3 laps, covered by the cyclists, a gain of a mile and nearly 100 yards. There was an absence of excitement until just before the expiration of the first hour, when Broncho Charley brought on a stubborn animal with the intention of giving him a lesson. Before he managed to get his mount round the track the latter buck-jumped tremendously, but in the end the Texan was master.

The horses continued to have the best of matters, and shortly worked to the front once more, neither Howell or Woodside caring

to adopt spurring tactics. Despite the rain, visitors poured in, and Temple and Malthy had a rare good "house" when they went through their performance in the inclosure. As the evening drew on the building presented a dismal aspect, and there was much less enthusiasm than usual, until, under the brightening effect of the gas and a five-mile race between Patrick and Young, the assemblage woke up. Spurred on by their partisans, the wheel riders now increased their pace, and as the horses all round showed signs of tiring, the rival modes of travelling rapidly neared each other, as shown on the score-board. Shortly after five o'clock, Woodside, by some fast wheeling, worked the cyclists' total ahead, but although Howell also pedalled fast, Broncho Charley regained some 300 yards in the following half-hour. The American champion cyclist reached 300 miles at 34h. 39m. 14 3-4s., and Broncho had ridden a like distance in 35h. 24m. 19 1-2s. A few minutes before six the Texan horseman sent his horses along faster, and more than held his own with Howell, each drawing loud applause for their efforts. On changing about, Beardsley and Woodside followed suit, the latter having the best of it for a time, but the scores fluctuated considerably, as now and again some of the horses were slow, when the wheelmen had all the best of it. Six hundred miles were booked to the cyclists at 35h. 44m. 17 1-4s. from the start, and 358. later the cowboys were credited with a like distance. Beardsley now fairly warmed to his work, and in smart styled knocked off a lap of the leeway. At half-past six, 36 hours from the start, the distances covered were as follows: Cycles, 604 miles 550 yards; horses, 604 miles 251 yards.

Broncho Charley, who had been lying back for a big effort, now came on, and, as before, had Howell for a rival. The horseman, to put it in his own words, was "terrible sore," but he put all his mounts along at a fast gallop, and rapidly wiped off the deficits, so that at 6.48 the scores were again equal. Woodside did not relish this state of things, and despite all the efforts of Beardsley, by some fast sprinting for several laps at a time, soon had the balance the other way. The excitement was kept up when Charley took his turn, looking as fresh as paint, and after a few laps, in which he drew away, Howell appeared. At the close of the thirty-seventh hour there was exactly 500 yards difference, and this in favor of the pedalists. Howell completed 300 miles in 37 hours 7 minutes, and then, after some intense excitement the Wild West division had the pleasure of seeing their men ahead. When Howell retired at eight o'clock he appeared very tired, but his partner started off full of go, but Charley kept pegging away, and retained his advantage, as did Beardsley, who rode a few minutes later. The difference between them at the end of the thirty-eighth hour was 750 yards in favor of the "cow punchers," and during the following thirty minutes some very exciting racing was witnessed; Broncho Charley and Howell both put in all they could, and the Texan, who was mounted on his favorite steed, rode round lap after lap alongside the wheelist, which meant a gain of thirty yards in each circuit. By a quarter to nine, the cowboys led by 1130 yards. When Stanton and Cann decided their five-mile race, Woodside fairly laid down to business with a will, and lapping them four times in as many miles, pulled up hand over hand on the horseman, and an hour from the close there was less than 700 yards dividing them, while at the finish the scores were as follows:

HORSES.			M.	L.	CYCLES.			M.	L.
Broncho Charley,	-	337	3	4	W. M. Woodside,	-	347	4	2
Marve Beardsley,	-	336	4		Howell,	-	324	2	
Total,	-	674	0		Total,	-	673	6	

HOURS.			CYCLES.			HORSES.		
			Miles.	Laps.		Miles.	Laps.	
8	-	-	137	7		136	6	
16	-	-	271	7		272	0	
24	-	-	405	5		406	0	
32	-	-	536	5		535	2	
40	-	-	673	6		674	0	

W. A. RHODES may be a starter in the coming six-day race at Minneapolis. It will make a good field with Hollingsworth, Whitaker, Dingley, and Rhodes in it.

CAPTAIN IZOD, of the Southsea Tricycle Club, recently rode a machine lighted by means of a small incandescent lamp. The light is described as being very bright, and the experiment was voted a success.

THROUGH the courtesy of Mr. W. M. Brewster of St. Louis we are in receipt of a dainty invitation to be present with ladies at a series of five entertainments, to be given by the Missouri Bicycle Club during the non-riding season of 1887-88. Below we give the list of good things the club has arranged for the pleasure of its members and their friends: Friday, Nov. 18, initial hop; Thursday,

Dec. 15, musical and literary entertainment; Thursday, Jan. 12, literary entertainment; Thursday, Feb. 9, bal masque; Thursday, April 5, April-fool party.

MR. BOWSER BUYS A BICYCLE.

(Not from the Detroit Free Press.)

I was perfectly sure, from certain infallible symptoms, that Mr. Bowser had some new fool scheme on hand, but all I could do was to wait developments, and see in what direction his erratic brain would bring him to grief. For the past week he had been smuggling in a vast number of pamphlets and books. Unfortunately for the gratification of a natural curiosity he keeps these books under lock and key, and so I was in utter darkness as to the nature of the new fatal madness, until one day last week he burst into my room where I was lying down trying to sleep off a bad headache, and announced the fact, without any preamble, that he was "going to ride a bicycle." Notwithstanding my disgust for all his past imbecilities, I could not restrain a feeling of the deepest pity at the prospect of the inevitable maiming of his poor body and humbling to the dust of his unquenchable vanity. However, I restrained my natural impulses, and only asked meekly:

"Do you know how to ride a bicycle, Mr. Bowser?"

"Any live idiot can ride a bicycle," snarled Mr. B. "You are always making a Tom-fool objection to my level-headed plans."

"Wait a moment," said my "level-headed" spouse, and he dusted out of the room, soon returning with his arms full of the mysterious publications.

"I tell you," broke in Mr. Bowser, "that cycling is the *Alpha* and *Omega* in health, happiness and riches; and then consider the fresh country air that can be had just for the asking, so to speak, Mrs. Bowser. Madam," continued the dear old lunatic, "I am going to buy a tandem tricycle for you to ride with me, and together we will regain our youthful looks and feelings; together we will glide through shady lane and bosky dell, and live over the life of our courtship together."

And the old ninny actually came over and gave me such a kiss as he had not inflicted in years.

"Learn how to ride? Why Mrs. Bowser; Madam, it is as simple as A, B, C.; follow these directions." And Mr. B. having selected a book from among the pile, he opened it and proceeded to read something about how not to spring, how to lean on this side, how tumble on that, and explicit directions were given that the tyro should not ride one inch further than he found possible.

Mr. B. had grown so emphatic in his description that his face had assumed a crimson hue and his breath came in gasps. He then proceeded to give me an illustration of how to hold the handles, how to put one toe on the step, and how to hop into the saddle. With his arms extended, his back bent at an angle of 45 degrees, and one foot in the air, he began to hop violently around the room, and his eye was on me so that he could note the effect of his graceful posture and movements, he failed to discern a low footstool that lay right in his path. The consequence was that his foot struck it, and he at once executed a sudden dive, his head landed in my waste basket and one of his feet got tangled in the rung of a 50 pound rocking chair. With difficulty concealing my rising mirth at his most ridiculous appearance, I hastened to extract his head from the basket and his foot from the chair.

"Dod gast the measly footstool," said Mr. B., in tones that would have rivalled the bellow of a bull, had his breath permitted.

"Mrs. Bowser, madam, when you so far regain your self respect as to remove that vacuous smile from your face, we will take some tea, madam," and with that he bounced out of the room to procure some liniment and plaster, with which to repair damages.

Having adjusted the sticking plaster, and wrapped up his shins in extract-soaked rags, he appeared at tea in quite an amicable frame of mind, and at once launched out into the delights of cycling, and the ease with which the art was acquired.

After tea, when the babies were abed, he confidentially told me how a very intimate friend, who had his (Bowser's) welfare close at heart, had agreed to let him have a machine that had been built to order (and the like and excellence of which could not be duplicated), but that in consequence of the sudden demise of a very near and dear mother-in-law, he would be unable to appear in public as a giddy cyclist for some time to come, and so he would part with the machine for a "song, a mere trifle, just \$125, cash down." Then Mr. Bowser poured into my poor tired ear the beauties of the tangent backbone, the cow horn rims, and the exquisite finish of the ball-bearing tire.

"It will be here by to-morrow's dewy morn, my dear," said Mr. Bowser, "and then you shall see me take the initial step towards regaining perpetual youth."

It was 1.30 A. M. before he would let me sleep, as he kept up a constant string of talk, and while in the midst of a glowing tirade

about the beauty of "bald heads" (why bicycles should have bald heads, I am unable to determine), he fell asleep, and peace once more reigned.

At daybreak a most terrible clatter outside announced that some one wanted to attract our attention. In a twinkling Mr. B. was out of bed, and having discovered an ill-favored youth leading a bicycle, he was all excitement at once.

It seemed that in order to be *au fait* he had had made a most giddy bicycle suit. Now Bowser's best friends must admit that he has a preponderance of abdomen, and an emaciated style of leg, not in keeping with our ideas of the best and highest beauty of the masculine form, hence the suit was not calculated to enhance his peculiar style of beauty.

The garments being donned, Mr. Bowser descended the stairs and announced that he would not be gone over an hour, as he "intended riding out eight or ten miles to call on Sloper."

Having ascertained the night before that all his life and accident insurance was paid up, I took a position near the window where I could observe and not be observed, and looked for results.

Now I afterwards learned that the machine was a 46-inch wheel, and as Bowser stands six feet in his stockings "the combination" did not look as right as it might. However, he climbed into the saddle, the boy holding the machine, and after sundry looks and exclamations that betokened a weakening as to his ability to keep upright, he boldly told the boy to "shove her off."

The boy obeyed orders, and the result was an acrobatic feat, the suddenness and complicity of which took away my breath. When I looked again Mr. Bowser had the boy by the ear, and I could tell by the soft murmurings, which came wafted up on the fresh morning air, that my spouse was discussing the whys and wherefores with the ill-starred shaver.

Into the saddle once more, and amid cautionary instructions once more the caravan started, this time with the boy hanging on to "stiddy the jigger." Gaining confidence because he had thus proceeded without an actual fall (though many indications that another disaster was not far distant) Mr. Bowser told the boy to "let go."

Again the order was obeyed, but no sooner was this done than the bicycle took a hand in and headed straight for a high board fence; a few feet more, and a great crash greeted my ears, and I saw Mr. Bowser strike the (happily) elastic fence, rebound a distance of five feet through clear space, and then settle with a dull sickening thud in the road on his back.

I thought he was dead, as a faint smile was on his face, and he did not move for a full ten seconds. However, he came to, and an appalling look of rage displaced that placid smile; slowly rising to his feet, he looked around to see if any one saw the catastrophe. Feeling reassured on this point, and after having affably explained to the boy "how it happened," he once more got into the saddle. The air of confidence had given way to one of dread, but he also had a "conquer or die" expression about his eyes.

This time more care was exercised, and the boy had contrived to pilot Bowser and his bicycle some ten feet without the inevitable happening, so my poor husband, gaining fresh confidence, told the boy to detach himself. For a space of five feet the machine ran as straight as a die, and I began to breathe, but, like a shying horse, it took a turn and dashed round the corner of the house out of sight.

A sound reached my ears that suggested the collapse of a machine shop, and an instant after the boy appeared, wildly waving his hat calling for "help."

Common decency compelled me to delay three minutes while I put on some garment, and when I arrived at the scene, if it had not been for my wifely concern I should have died with laughter. The exact position of bicycle and Bowser I can never describe; in general, however, his head had punched out a spoke or two, and had got wedged in; his right foot was likewise engaged with the little wheel, and his left arm was fastened in between the rim and the backbone. Five minutes' hard work for myself, the cook, the housemaid and the small boy, with an accompaniment of most awful groans and swear words on the part of B. failed to untangle the man from the machine. The neighbors were roused, and soon we had a crowd of twenty-five people, all suggesting a way out of the trouble. Ten minutes wasted in suggestions—total 20 minutes—Bowser showed signs of dissolution. Happy thought by one neighbor; he had tools and files galore. Five minutes of filing, sawing and wrenching, and the poor wreck of a man was carried into the house.

The drug stores in the vicinity were depleted of their stock of lint, plaster and liniment, and by 8 o'clock the doctor had got Bowser pretty well patched up. When all the crowd had gone Bowser beckoned me over to him and whispered: "Burn those price-lists and pamphlets." Having done so, and assured him that I had, he sank into a sweet sleep.

I never saw Bowser look so ugly and cross as when one of the neighbors said to him soon after he got out: "Bowser, my boy, how you have improved in health since you took to cycling."

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

WORDS of wisdom from the Fort Wayne Gazette:

"Whiskey and bicycles won't mix.

Sell your wheel in haste and repent at leisure.

Better walk over a bad place than fall into it.

When your wheel is stolen, then buy a padlock.

You'll never miss the oil can till the wheel runs dry.

A cigar smoked while on the wheel is tobacco wasted.

A good wheel unused means pleasure and health refused.

The piece that bends will last longer than the one that breaks.

It is not always the best rider who rides through the worst places.

The fastest rider does not necessarily ride the easiest-running wheel.

The race is not always to the swift, for there's many a header 'twixt the start and the tape.

You can tell a novice by the way he tries to coast every piece of road that's tipped up at one end."

GEORGE HENDIE is once more on the road down South, in the interests of the Springfield Bicycle Co. This, the latest production of American ingenuity, has secured a fast hold on the riding public, and deservedly so.

THE Warren Wheel Club, of Roxbury, Mass., have fitted up a fine shooting gallery, and inaugurated a shooting tournament among its members. The contests will take place every other Tuesday during the winter. At the conclusion of the tenth match the man having the highest average score will be awarded a prize. The score at the first shoot, held last week, was as follows: Savell, 89; Bickwell, 87; McCormick, 87; Anderson, 86; Hathaway, 77; Andrews, 76; Monroe, 74; Frost, 73; Reade, 71; Lang, 66; Willard, 63; Hiscock, 56; Parker, 56; Prentiss, 51; Wiggin, 43.

REV. LOUIS A. POPE of Warren, R. I., is about as practical a wheelman as any in the country. For about nine months in the year his bicycle furnishes him with his conveyance and exercise. Last Friday morning, immediately after breakfast, he mounted his Expert bicycle and arrived in Boston in time for dinner.

THE cycles thief is an ingenious chap. The latest fake is for a well-dressed youth to answer the ad. of a "second-hand machine for sale." To approve of the appearance, to play the part of a novice, to try the machine, and wobble all over the road, to disarm suspicion, to try *once* more, finally to wobble out of sight, and then to light out at a 3.40 clip. A victim in England has just lost a machine by these tactics.

THOMAS B. JEFFERY, of Chicago, is the inventor of a process of fastening rubber tires upon bicycle and other metallic wheels. It consists in first rotating the wheel with its rim in contact with the rim of a secondary wheel which runs in the cement; next, rotating the wheel with its cement-covered rim in contact with cement-dressing devices shaped conformably to the tire which is to be cemented on to the rim; thirdly, stretching the tire over the rim; fourthly, heating the rim sufficiently to make the cement yield to the tire, and, lastly, revolving the wheel with its tire exposed to radial pressure, while the cement is cooling.—*Invention.*

MR. N. C. FOWLER, JR., who has charge of the advertising department of the Pope Mfg. Co., shows a wonderful fertility in the production of advertising novelties. His "latest," the pad calendar for 1888, is a marvel, and when we think that every one of the 365 quotations printed have never been used before in a like manner we can appreciate the great task Mr. Fowler has accomplished, and congratulate him accordingly.

THE Hartford Wheel Club has elected the following officers: President, L. A. Tracy; Vice President, J. J. Grace; Financial Secretary, F. C. Burnham; Recording Secretary, F. W. Saunders; Treasurer, F. E. Eaton; Captain, H. H. Chapman.

WE had occasion to ride an ordinary some twenty odd miles the other day, and we never before fully appreciated the great difference as to comfort, in favor of the safety. A safety with a spring fork, such as the Victor uses and we ride, is the very acme of comfort and easy riding. It is, without doubt, the most comfortable machine we ever bestrode.

IT is averred that the 4 3/4 miles between Bristol and Warren, R. I., has been ridden by Mr. Wm. S. Mills of Warren in 12m. 30s. This seems incredible; that this performance should have been done over roads that are by no means good; in fact, one of the miles ridden is described as a *rough, sandy up grade!!* As stated last week, this claimed time over the alleged distance is at the rate of about 2m. 36s. Taking into consideration that a man has to travel very fast on a *smooth* track at the pace of 2m. 36s. for one mile, Mr. Mills must pardon us if we suggest that there must be some mistake as to distance or time.

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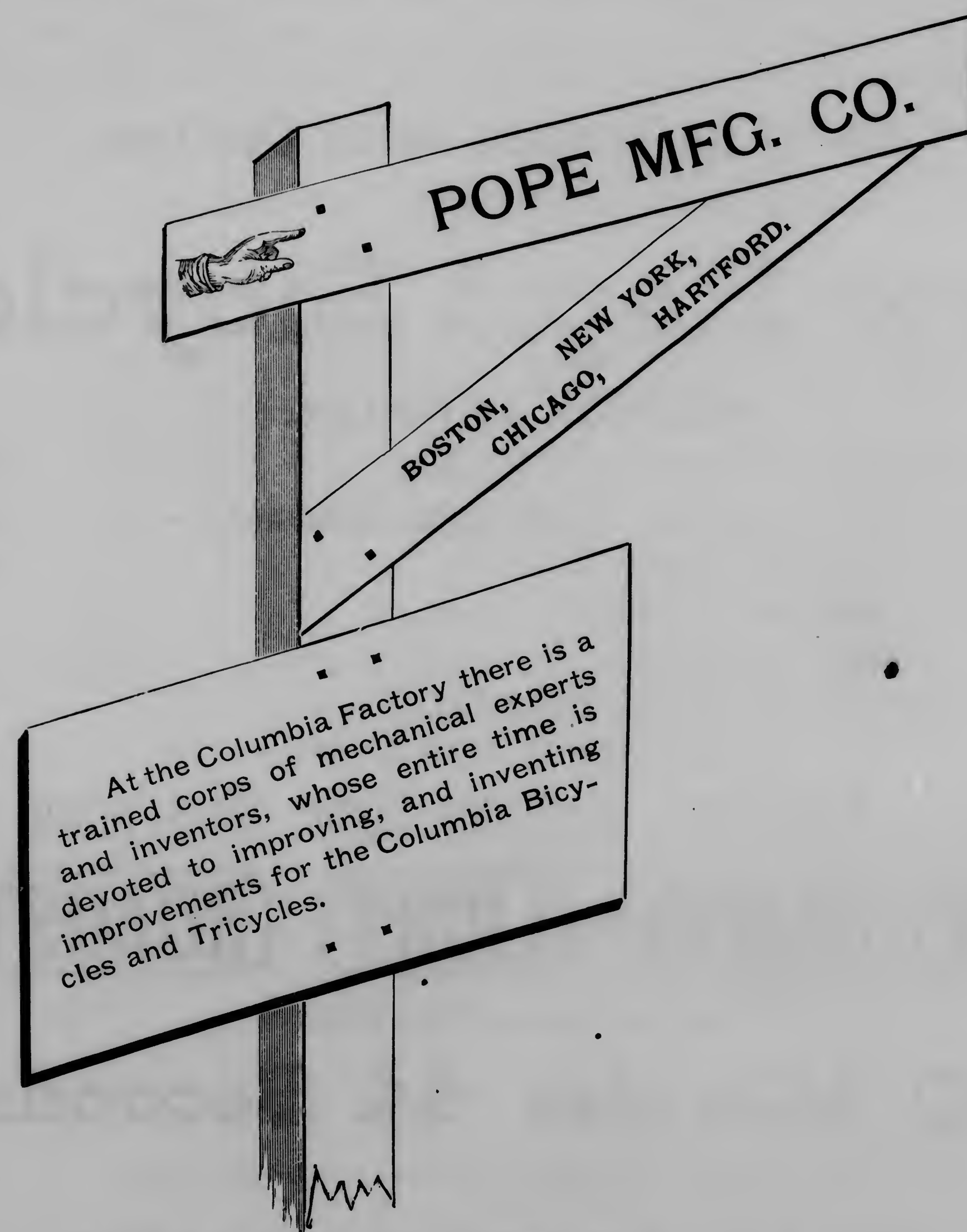
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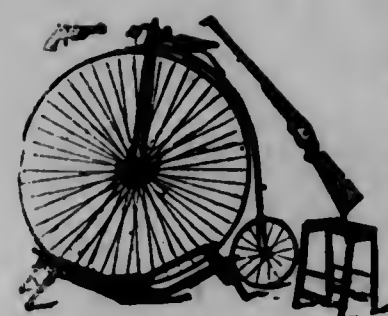
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Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oscaloosa.

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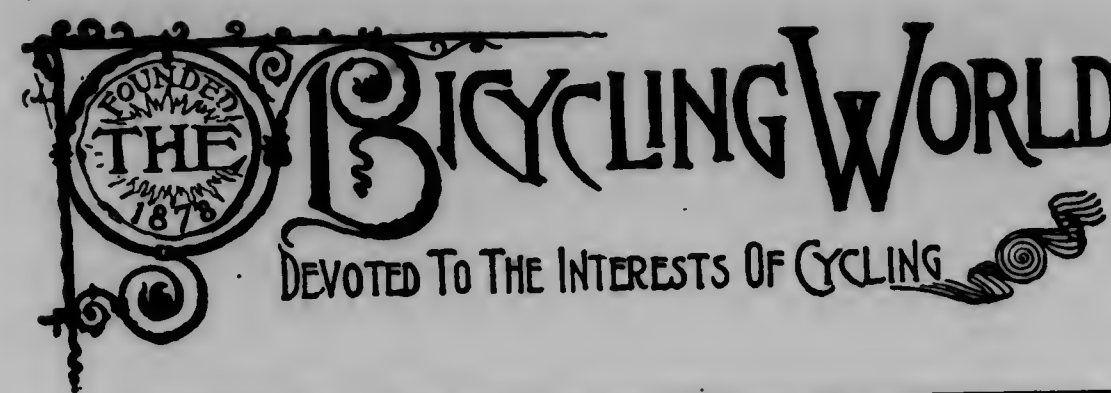
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J. S. DEAN.

BOSTON, 2 DECEMBER, 1887.

GEORGE S. DARROW.

THE sport of cycling and cycling literature loses one of its most earnest votaries and supporters by the death of Mr. Geo. S. Darrow, of the *Record*. Mr. Darrow died the 20th of November, after a lingering illness, and at the time of his death he was in his 25th year. It seems that some eighteen months ago he lost his wife, after a year of unalloyed happiness. From this rude shock he never fully recovered, and though to the outside world he was ever cheerful, his heart was heavy. He was a bright writer, and the readers of the *Record* and *Gazette* will miss his quiet humor. To his family, relatives and friends we accord our most sincere sympathy; he will be missed from their midst, as he was, in the broadest sense of the word, a MAN.

THERE is a restiveness in the ranks of the Pennsylvania and Maryland Division caused by the refusal of the Board to confirm J. A. Wells as a representative. We are sorry to see this, as we had hoped the Division had accepted the action of the Board as final. We can scarcely see the force of the charge made by the Pennsylvania Club that "outside" interference caused the defeat of Mr. Wells. The power vested in the Board to agree or refuse to confirm any appointment, is a proper one, and if exercised should not bring forth any such criticism as that. Leaving the merits of the fitness of Wells entirely out, we think the Pennsylvania Club is not exercising wisdom in insisting on the re-appointment of Mr. Wells. The Board will only reiterate its refusal, and then, pray, what will be gained?

WE have been lately accused by Mr. Hillier, of using intemper-
ate and abusive language on certain occasions, when expressing
our estimation of him. It is but another illustration of the
worm, and for the sake of the simile, we are content for the nonce
to play the part of the worm. For the past three years, this in-
dividual has never lost an opportunity to insult the American cy-
clists, by accusing them by insinuation and direct assertion, of chi-
canery, trickery, and deliberate lying. He and his sheet have been

conspicuous among English cycling editors and journals, in the fact
that he has never allowed a supposed opportunity to pass of insult-
ing us, not only as a paper, but as a component part of the great
body of American cyclists. Never so happy is this individual, as
when he can sneer at something American; never so pleased, as
when accusing American cyclists, by imputation or direct assertion,
that we are a body of tricksters and liars, and yet when we stick
the knife into him he whines, but asserts that it makes no matter to
him what our "estimation" of him is. That may all be, but we do
not propose to allow any mistake to occur as to what our "estima-
tion" of this individual really is. He began the war away back in
1885, and we propose to wage it if he so desires, and to hold this in-
dividual's name up for the contumely of all Americans and fair-
minded Englishmen. We shall not cease to prod this individual
whenever opportunity offers.

Fair-minded warfare is impossible with him, and so while we
may not admire or like the weapons we chose to hit him with, yet
his methods compel us to fight him back with the same weapons he
so delights in using. These ways and means may not be nice, but
you cannot expect to penetrate the hide of a rhinoceros with an em-
broidery needle.

ROAD RACING IN PROVIDENCE.

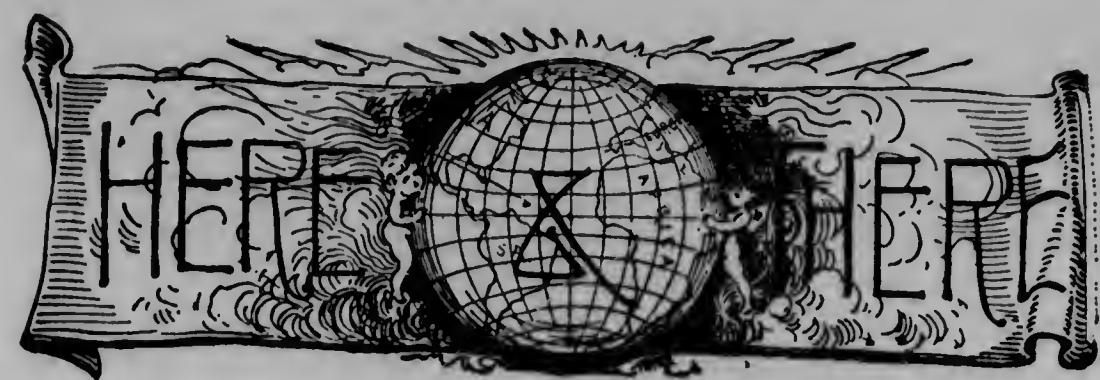
IN accordance with a challenge from the Rhode Island Wheelmen
to the Crescent Cycle Club of Providence, R. I., each of these or-
ganizations had a team of three men ready to start in the six-mile
road race on Thanksgiving Day. It resulted in victory for the
Crescents, they making 12 points and the Rhode Island Wheelmen
9 points. The six men that started were the following-named:
Rhode Islands—G. P. Hutchins, E. M. Bixby, A. F. Clapp; Cres-
cents—Geo. W. Bugbee, E. Roland Phillips, Clarence E. Monroe.

THE LONG ISLAND WHEELMEN HAVE A HOUSE- WARMING.

A PLEASANT time was enjoyed by the members of the Long Island
Wheelmen at a house-warming last week in their new club house,
at No. 1,281 Bedford-ave., Brooklyn, recently completed at a cost of
\$15,000, and the finest owned by any bicycle organization in the
country. It is handsomely decorated. The suite of parlors on the
second floor was filled with the members and their friends. Music,
conversation and refreshments were the order of the evening. No
ladies were present. Among those present were General George
W. Wingate, Dr. O. E. Houghton, W. W. Share, Park Commis-
sioners James T. Easton, Crossman Lyons, George W. Oakley, D.
M. Somers, and Anson Ferguson, John P. Adams, United States
Marshall Stafford, Edward A. Bradford, Dr. L. G. Wilder, Charles
H. Luscomb, Dr. W. J. Gilfillan, A. E. Palmer, W. H. H. Warner,
A. L. Brown, Dr. W. G. Budington, E. B. Hutchinson, Charles J.
Patterson, J. H. Taft, W. M. Whitney, G. W. Marbie, S. E.
Buchanan, Edward W. Starr, J. D. Huggins, Michael Furst, A. L.
Brown, and R. N. Chichester.

KLUGE IS "ALL RIGHT."

WE went to press last week over a day earlier, because of the
annual holiday, and consequently we missed the following interest-
ing news, which was telegraphed us on Wednesday, last week, and
did not reach us until our paper had been on the press for a couple
of hours. The vexed question of Kluge's eligibility to race and re-
ceive the medal of the association is now, of course, settled; but we
must expect to have an afterclap from the clubs who so vigorously
protested him: At a meeting of the Executive Committee of the
New York and New Jersey Road Racing Association, was held
Monday night to consider protest against C. E. Kluge, made by the
Brooklyn Bicycle Club. J. R. Fulmer represented the Brooklyn
Bicycle Club, and Dr. E. W. Johnson the Hudson County Wheel-
men. It was charged that Kluge was formerly a professional, and
was only reinstated as an amateur in September. Therefore he had
not been a member of the Hudson County Wheelmen for three
months prior to the road race, and could not legally participate.
Dr. Johnson proved that Kluge was a member of the Hudsons, and
had never been dropped from the roll, and was at the time of the
race, and before and since, a member of the club in good standing.
It was such a clear case that the protest was thrown out, and the
diamond badge for the individual winner will be awarded to Kluge.



ENGLISH LETTER.

"SENATOR."

"NOTHING succeeds like success," is an old saying, and to me seems a happy one, and there is some ground for the old adage. The success of the American team (Edinburgh 42,000 people) has just closed in Royal Agricultural Hall, attendance of 68,000 people. The race between cowboys (late of Buffalo William's wild wood) and Howell and Woodside, champions of England and America, caught Londoners, and if it had lasted two weeks there is doubt if the mammoth building would hold the crowds who flocked to see the novel combat; 20,000 people, standing packed like sardines, saw the finish. Well, the cyclists were beaten after a desperate last day's struggle, and for once, at any rate, I had the worst of a match-making, as the clause in the articles of agreement gave the cowboys the victory, through the unlimited supply of equines which the articles called for. The result was, the last day they used an extra supply of regular Derby winners. Never mind, we must give them another race, and we have the advantage now of their measure, which is everything. The excitement through the week, beat anything I ever saw even in Edinburgh, and the lightning changes of the cowboys commanded the admiration even of the most enthusiastic of the cyclists' supporters.

A SEETHING, yelling mass of humanity yelled themselves hoarse, and the gold fell "with a dull, sickening thud," into the coffers of the American team, who continue to wear the same sized hats, but a liberal supply of diamonds, worn by the now "Big 4," betokens the only difference in their successful career.

A "WORLD'S Athletic Carnival," under the American team's management, follows in the same building the following week (14 to 19 November), and when I tell you they were given the preference to John L. Sullivan (who applied for the building), you can see how the "boys" have caught "London town."

I JOURNEYED by night express from Edinburgh on the 25th, and a band of Scotch cyclists and friends "good and true," cheered my train out as if I were the future King of Merrie England; quite flattering, you know. Well, rushing down Fleet street, I dropped into *Wheeling* office, and there I beheld the saddest looking trio I had seen for many a day. "What's up, boys?" was my exclamation. "When does *Wheeling* come out?" "Don't you know the paper has changed hands?" replied the trio in chorus. If a brick had struck me on the head, I could not have been more astounded. It seems Mr. Etherington had sold out to a syndicate, who had placed C. W. Nairn, known formerly as the London end of the *Cyclist*, and the new firm seemed to want to either oust or subordinate the old hands, who rightfully and disdainfully refused to allow the move, being, as they were by contract, editors of *Wheeling* for another year. After a short delay a compromise was affected, whereby all were retained, W. McCandlish as joint editor, Percy Low ("good old Percy") as editorial contributor, and Lloyd (the "Welsher") as general roust-about and director.

POSSIBLY it was a wise move on the part of the "new management" to retain the men (whom I unhesitatingly assert have made *Wheeling* what it is), and who hold a given place in the affections of the liberal portion of cyclists throughout the world. In case a split was made, a new paper would have been at once started, and a gentleman, well known in cycling circles, would have supplied the necessary capital with the old hands, and poor old *Wheeling* would have had a tough time. I don't like the change in the "get up," or the new departures much, but the "new company" know their business best. I had a little chat with Mr. Nairn the other evening, and it is evident his desire is for harmony, and I hope for the future of *Wheeling* that not too much of experimenting on "new journalism" will spoil the entente cordiale of the amalgamated staff.

THE N. C. U.'s new "boss" has been installed without much flourish of trumpets, and if Finlay Macrae is as good a "manager" as he is a talker, the N. C. U. should do well—if it ever will do well. Macrae can talk for an hour, and when he has finished, to use a

Gladstone opposition paper's statement, "he has said nothing." Now you all know it takes a smart man to talk at record speed for sixty minutes, and say nothing, but, honestly, Macrae can do it. In my opinion, he is too young for the "important" position of "boss" to a rapidly dissolving organization, brought about by a policy fit only for by-gone ages, and not the present century. If anybody can tell me what the N. C. U. has done for cycling the past months, I'll buy them a new hat. In my opinion, cyclists could better afford to buy a dozen more life boats, than contribute towards a "Union" in name only.

STURMEY at last has succeeded in getting his £650 for the *Cyclist's* Jubilee Lifeboat fund, and now calls on cyclists to say which part of the rock-bound British coast it shall be stationed. Hartlepool and other places are named, but I should advise Mr. SturmeY to send it to Llandudno, on the coast of Galloup, Little Wales. Mr. SturmeY also artfully suggests the name of the boat to be the "Cyclist." Not a bad idea, I suppose, is it? You two cunning old codgers; you get the boat and then want to make her a floating "ad." for your paper. And why not? You have had trouble enough to make the boys shell out the shillings, and you deserve the "ad."

You will see in the London *Times*, about January next, a heart-stirring account of that shipwreck off the wild, rugged, rock-bound coast of ———, and the gallant rescue of the crew of the ———, by the noble boat, the "Cyclist," manned by her crew of daring men. Yes, I maintain that Illife and SturmeY deserve the "ad."

ALL racing—road and path—is now over for the season, and the "pure" amateurs who have worked so hard during the past months, are now enjoying deserved repose—or are "employed" by their respective manufacturers sending out next year's catalogues.

I MET all the cracks the past week who turned up to see the race in Royal Agricultural Hall, and they look fat enough to kill.

HOWELL and Woodside seemed equally popular with the spectators the past week, and the cries of "Go it, Howell!" (and "Dick" occasionally), and "Now, Woodside, give it to them," and it was really amusing. "There goes the little Yankee," was the universal comment on Temple, who retains his popular position.

MALTBY strikes all by his gentlemanly and quiet manner, and his really wonderful work on the bicycle.

THE Frenchman, Dubois, has been "one of the family" for the past three weeks, and left for Paris last night. I hope to see him there in about two weeks. Any letters for any member of the American team sent to the London *Sporting Life* will always find them.

TWIN CITY LETTER.

(St. Paul and Minneapolis.)

"GENTLEMAN JOHN."

December 7. I shall take in all the prominent cyclistries, and shall give an account in my own weak way of anything which I have reason to believe will be read with interest by the readers of the BICYCLING WORLD. I expect to return in the spring, but a thousand things might happen, so I shall not make any rash promises. One thing is certain; I shall try and see all that is new in wheel construction, and shall (with the permission of the various wheel manufacturers) attempt to describe their novelties.

I PARTED with my bonnie wheel the other day, as the riding is over for the season in this frigid clime. It is now owned by a Y. M. C. A. man, who will no doubt make amends for my occasional unfortunate use of language when engaged in making the air creak while engaged in devotional exercises.

ANY members of the wheel fraternity who might care to ask me to accommodate them in re wheeling matters will always be able to reach me by addressing their communications to J. Purvis-Bruce, care the *C. T. C. Gazette*, 139 and 140 Fleet street, London, E. C., England. I should like my mail sent to that address.

I CROSS on an American liner, as I recall Armory-Knox's favorable criticism of the management of that line as compared with some of the others, where there is a little too much Peninsular-and-Oriental-Ship-and-Navigation-Company-discipline on board ship to suit one who is thoroughly American in his tendencies, if of stiff-laced British parentage.

THERE will be very little St. Paul and Minneapolis wheel news for several months, unless, perhaps some in-door record-smashing by the Gormully bike artists. Eck is well known in Minneapolis,

or, as I should perhaps say, is known to nearly everybody in that city. Dingley is, I think, a good fellow, a first-class rider, square, and a Minnesota man withal. Schock is a long time rider of the *pachydermatus* or *thick-skinned* species, as evidenced by the length of time that he can be seated without inconvenience, blisters or pain, but is a *Schockingly* ugly rider, as he wobbles all over the track, but though his speed is never great, he gets there just as hard. Knapp is (or was) a very good rider, and Munger is liable to improve now that he has come boldly out as a pure professional. I hope the boys will do the square thing by Minneapolis, and give her square races. A certain professional, now with the team, has left very unfavorable impressions among those Minneapolisians who have yawned through his dismal hippodromes, and it is to be hoped that though he may not "mount" the wheel, that he may be able to "manage" it a little better than he rode it when he was a familiar figure in the cracked-up races of the Northwest.

NEW YORK.

"THE RAVEN."

THE New York Athletic Club has purchased Sheffield Island, located up in Long Island Sound, about one hour and a half's travel from the city, and will proceed to erect there a club house, boat house, and athletic tracks. The cost of the property is said to have been \$60,000, added to which will be \$100,000 for the proposed improvements, among which, I am informed, will be a half-mile bicycle track of the latest pattern and most perfect form, it being the intention of the New York Athletic Club to extend a most encouraging hand to bicycle races, I am informed. It has long been the cry of wheelmen here that we could produce no first-class racing men, for lack of tracks to train upon, and races to compete in, where time would become an important feature. With these now removed by the contemplated new track, I am somewhat anxious to see what new excuses will be introduced.

KENNEDY-CHILD has been swinging round the circle here in New York for the past few days.

Now that Rowe has temporarily forsaken the racing path for the bridal path, it seems to me only natural that he should succeed in carrying off a matrimonial prize whenever he got ready, as there is not in all the country any wheelman who has such a winning way as Rowe.

THE Citizens' Club, according to their usual custom, followed their regular monthly meeting on Monday last with a spread, after which the club and guests adjourned to the parlors and enjoyed some of the musical and oratorical talent, of which the organization is justly proud. These monthly reunions are quite a feature in this organization, and while purely of an informal character, never fail to attract a large number of friends, from whose ranks desirable recruits are often gathered into the fold.

THERE seems to be a regular flood of new-typed wheels in New York. Hardly a day passes that some long-haired inventor does not drop into the cycling agencies and show some newly invented wheel that he declares will annihilate any other kind of bicycle in the country. The strangest part of the whole affair is, that in almost every case in this season's crop, they all endeavor either to make an ordinary vertical forked wheel to be driven by a Star lever, or to propel a Star patterned wheel by a crank action. I understand that a wheel of the latter description is to be brought out by the Merwin Arms Company early in the coming season.

THE Long Island Wheelmen favored me with an elegant engraved invitation to the formal opening of their new club house on Wednesday eve, and it is, perhaps, needless to say I accepted it. A more appropriate time than a Thanksgiving eve could not well have been chosen for such a "house-warming," and a more perfect cause for a wheelman giving his thanks could not well be found, than this same house of the Long Island's. It is perfect in equipment, construction and design, and its location on Bedford avenue, the asphalt Broadway of Brooklyn, leaves nothing to be desired. It was late when I left, and I turned my back upon this temple of cycling not without a little envy of those lucky enough to own and enjoy same. It almost made me want to live in Brooklyn, and I can pay the Long Island's house and hospitality no higher compliment than to say this.

THE feeling adverse to road racing grows stronger every day here among the more thinking class of riders. They use the argument that the rights of the many, who are not road racers, should not be endangered by the pleasures of the few that are, and the recent action of the Citizens' Club in withdrawing from the Alphabetical Association is but the beginning of the open disapproval that will eventually grow out of this feeling. New York is, perhaps, peculiarly situated in this respect, as the prominence wheelmen

have gained through their recent fight in the State Senate and Legislature, where they posed as applicants for the passage of a law to give them the same standing upon the roads as other vehicles, has attracted much attention to them, and caused them, at present, at least, to be looked upon as a powerful organization desiring only justice, and asking for themselves only such use of the public highways as is granted any other vehicles, which are most certainly not allowed to use roads as race tracks.

It is enough to drive an interested observer mad, when he gazes upon the procession of "unwashed" through the magnificent drive-ways of Central Park. Brought into the most direct contrast with perhaps the most magnificent array of costume on the part of occupants of the various carriages that are passing, that can be found in world, these riders of the wheel, are as a rule habited as perhaps no other human beings on the face of the globe. Coats, caps, jerseys, hose, etc., are all of a different color, kind and texture, as though the wearers had tried to don a suit of rainbow, and had come very near succeeding. But of all their various eccentricities in clothing, their knee breeches take the everlasting ban. There's where they seem to run riot, and such a collection of what Francis Nilson calls "mosaic breeches" can not be found elsewhere. Dogs and these "unwashed" both have "pants," but the dog has a fit sometimes, and the "unwashed" never does, as far as his "pants" are concerned. They are usually like two of the towns in France, Toulon and Toulouse. Despite the blood-curdling array of these inartistic devotees of the wheel, they do not desist from making themselves otherwise as conspicuous as in dress, and their lack of courtesy and care when going through a jam of carriages on any pleasant afternoon, is the cause of ninety per cent. of all the discredit and blame that is attached to wheeling. Only wheels grow apace, and on this only principle am I able to account for the seeming increase of this element in wheeling, which, I am sometimes tempted to believe, is actually blotting out the gentlemanly clothed and acting rider of long ago.

PITTSBURG and VICINITY.

"DUQUESNE."

THERE are sundry items going the rounds of the press just now, describing that class of people that address remarks to every one that passes them on a wheel. Well, we have some of them here, and their shibboleth is "Monkey on a wire." If you are not careful, a broken broom handle will be insinuated through the spokes of your wheel, and as you pass through "Soho," a meteoric shower of dornicks, lumps of coal, pieces of iron ore, and irregular shaped pieces of timber, is liable to occur, and cause you to make yourself scarce. We all read of the brave wheelmen of other cities, how they kick any one who laughs or hallooos at them, and would not think of permitting any one to throw tin cans, etc., at them, but we are too discreet to emulate their example, for we all know that these joyous kids have papas, who are broad-chested, sturdy iron-workers, who wear hob-nailed shoes and will fight for their young, therefore, "we are peaceable" in truth. A new poet has risen among the Soho kids who started the now universal howl:

"Monkey on a wire,
Set himself afire."

HEARD a discussion the other day as to who was entitled to the record "for spills." I would recommend Hays as a good tumbler; they say he progressed through the Shenandoah valley solely by his ability to turn hand-springs, with bicycle attachment.

AND now Percy Stone wants to wear white wings, and be a pure amateur. I hope he will succeed. I am glad Kluge got within the charmed circle, and would like to see Rowe, Hendee, Crocker, Neilson, Dingley, Whittaker, and all the fast professionals get in.

"RATCHET" and "Gentleman John" are wrangling over the "coffee-mill" challenge. May I be allowed to remark that there isn't any challenge to wrangle over, and what's more, there never was? It all originated with some cycling scribe, at least, that's my understanding of it, and I think "Ratchet" can easily verify it, if he will take the pains to inquire.

Is it impertinent, now that Kluge is posing as a "pure" amateur, to ask whether he or the Smith Machine Co. paid his expenses at Clarksville, Mo., in 1886? The current belief at that time, was that car fare, expenses, and probably a little more, were forwarded from Smithville, N. J. Just the same, we welcome Kluge back to the fold, and hope to welcome some of his late confreres soon.

"ARIEL," in the *Bulletin*, says Schmidt, of Reading, with training, could show his rear wheel to any one in the town, bar no one. This is dealing in probabilities, and I might say the same for John L.

Sullivan, but I won't. Schmidt was entered in a road race out here last September, but failed to start, much to the disgust of Schwartz, of Reading, who said that he had tried to meet Schmidt for a long time, but could not get a chance. Whether it was the prowess of our local talent who scared him out of the September race, is a question. From all that we hear, there would have been several ahead of Schmidt, had he started. What kind of dogs have they in Reading? "Ariel" also says George Scheele and his dog, who take a "twenty-mile spin down country and back;" that makes forty miles. "Jack" must be a stayer.

WASHINGTON NOTES.

"RAMBLER."

The amusement season was opened in good form on Wednesday night (23d), when the members of the Capital Bicycle Club and a few invited guests assembled at the beautiful club house, and converted the place into a scene of merriment that those present will not soon forget. Under the guidance of its Amusement Committee the club resolved into a medical congress and listened to an opening speech by a gentleman who as closely resembled the President as Adonis Dixey ever did Irving. Addresses were made on the various diseases which human, and especially bicycling, flesh is heir to, which showed a great deal of native medical talent and provoked uproarious applause. Of especial interest were a magnificent collection of anatomical specimens, each of which was received with shrieks of laughter, and the learned discussions upon the diagnosis and treatment of "Charlie-horse" and asphyxia. After the reading of the papers the congress attended the theatre and witnessed a performance of the ghost scene from "Hamlet" that would have turned Booth and Barrett green with envy. Several excellent comic songs were sung, and a rendition of the sleigh-bell scene from "The Bells" was also given by Mr. Henry Irving. After doing justice to a primitive spread the club amused itself with parlor athletics until a late hour. The club will continue this winter the excellent series of entertainments which were such a feature in its social life last season. At the first of these, which will be given during December, Mr. George Kennan, the celebrated Russian writer, will entertain his fellow club members with an account of his travels in the Caucasus.

Our excellent Police Judge seems determined to enforce the new regulations promulgated by the District Commissioners requiring bicycles to carry both bells and lamps, and to keep the latter burning after dark. Recently the police "run in" a colored man for riding a tricycle without a light, and two young white men on bicycles, and fined them each a V. The regulations meet the approval of a majority of good wheelmen, and the clubs have endeavored to assist in the enforcement of the law. The parties were not connected with either of the local clubs.

DELAWARE NOTES.

"DOTT."

The news from this section has been very scarce, and, in fact, the interest in wheeling was fast dying; members were resigning at each meeting of the club. A few of us resolved to make a special effort to recover lost ground, and in the last two months we took in six new members; and besides, we intended to show that we had some life left yet. We decided to have a meet and races, a parade through the town, etc. We selected Thanksgiving Day, the only one we had.

The parade at 11 o'clock, in the rain and through the mud, was quite a creditable affair. Probabilities said that we would have a clear and cold day, but we know that Prob. was a liar that time. A more dismal, cold and disagreeable day would be hard to find.

We had the races, a good turnout, and plenty of sport for all. The events were: Half-mile scratch—Five entries, and won by Merrihew; 1.42 Two-mile State Championship—Curtis and Bertollette entered, and won by J. S. Bertollette; 8.26 One-mile, 4 minute class, four heats—The final had N. R. Bertollette, Chow Wilson and Albert Jefferis; Bertollette won in 3.46. Two-mile handicap had five starters, and was won by McDaniel in 7.16. The one-mile novice had four entries, and Dallett kept the lead from the start, and won in 3.45. One-mile run was very good; the three kept well together, and Stone won with a spurt on the last half lap. One-mile handicap, three heats—The final had McDaniel, Albert Jefferis, and J. S. Bertollette; McDaniel won in 3.33.

The three-mile lap was the most exciting of all. Dallett took the first four laps. McDaniel then took four, and Dampman took a lead, and he and McDaniel alternated, McDaniel finally winning the last lap and the race in 12.15. We considered this, the first regular meet, a creditable affair, and feel encouraged to try again next spring with an open meet.

OUR Division meeting was held on Thursday evening, 17th inst., but like our meetings in general, was poorly attended. Road reports seemed to be the principal interest, and as wheelmen are not fond of working on reports, they come in very slowly.

A FEW of us are considering whether it is worth while to urge our members in the League to renew. The turning down a few of the clique chose to give Mr. Wells was not relished here. We are warm friends, and we consider that we have no better worker for the cause.

EVERY member of this Division will sign a petition to C. C. Jessup, to reappoint him.

NEW JERSEY NOTES.

"RATCHET."

At last it is settled, and the "ex-King of the Star," later the "ex-Star of the King," and at present the "road king of the crank," is to receive that which should have been given him without a question, the diamond badge, for being the first man "in" at the road race, on election day. The decision of the executive committee also gives him a legal claim to the twenty-five mile road record.

THE Brooklyn Bicycle Club "would like to have Mr. Kluge testify as to who paid his expenses during the six weeks in which he was in constant training on the course, and whether he has received, before or since the race, or whether he expects to receive in the future, directly or indirectly, from any person, any remuneration for, or contribution toward his expenses or his services." Mr. Editor, the above *excerpt*, from "Bon's" letter in *L. A. W. Bulletin*, is worthy of notice. Here is a man accused of being a "maker's amateur," but his accusers, instead of getting together evidence, on which to convict him, insist upon his proving his innocence. If they had, or thought they could get, any evidence to prove Kluge a "maker's amateur," beside a "moral certainty," why don't they show it? According to the laws of this country, a man is innocent until the Court or his accusers prove him guilty. In this case, however, the case has been reversed.

THE Essex County Toboggan Club, of Orange, is making active preparations for the coming season's sport. The slides are being put in perfect order and lengthened about 100 feet, while the enclosed house with glass front, overlooking the slides at their head, will add greatly to the comfort of the club and their guests. The membership of the club is increasing, and its finances are in excellent condition. The management will exercise great care to correct some of the errors and abuses that have heretofore been noted.

THE new polo league, the "Metropolitan" is getting down to business, and the first game of the season will be played 5 December, in the Pavonia Rink, Jersey City, between the Brooklyn and Jersey City teams of professionals.

HALF a dozen of the Elizabeth boys went a-wheeling on Thursday, and reached Morristown in time to make an onslaught on the hotel table, returning home in the evening.

QUITE a number of the Hudson County boys took a jaunt around Staten Island on Sunday.

RECORD OF

THE WEEK.

We are receipt of an instantaneous photograph, showing Maltby as he appeared riding the unicycle on the top of the North Pier wall at Aberdeen, Scotland, in October. At the instant of taking, Maltby is in the exact centre of the wall coping, which is about twenty inches wide. The top of the wall is twenty-five feet high on the water side and ten inches on the pier side. He made the journey successfully, and without any rope attached to his body or wheel.

ENGLISH cyclists have conceived quite an affection for Ralph Temple, whom they call the "little Yankee."

PHILADELPHIA is threatened with a 72-hour rowing tricycle race, and Teemer is said to be one of the contestants.

THE Sunday Item of Philadelphia is laying out a list of marvels that Stevens will find, when he and his bicycle visit the good old Quaker City.

THE Lakin cyclometer for 1888 will have some very important improvements in its general make up. We will elaborate facts and details later on.

WE regret to hear that Mr. Ross, manager for W. B. Everett & Co., will not be likely to recover from the effects of the gas explosion for at least six weeks to come. We are also sincerely sorry to learn that Mr. J. Butcher, the other victim of the accident, will not

COVENTRY MACHINISTS' CO., LIMITED.

On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, BEATING THE EXISTING RECORD FOR 10 MILES BY

One Minute 56 $\frac{2}{3}$ Seconds.

Covering the whole distance in

27 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

"MARLBORO" * CLUB * TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

239 COLUMBUS AVENUE

BOSTON, MASS.

Our Little Flyer,

STILLMAN G. WHITAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

Largest Manufacturers of Cycles and Sundries in America.

be able to leave his bed for some weeks to come. It will be a great pleasure to us when we can chronicle the convalescence of these two gentlemen.

R. M. LOCKWOOD, Secretary-Treasurer of the Maryland Division, has just returned from a European trip, during which he used the wheel in touring.

"DICK" HOWELL commence riding in 1879, and for any distance under twenty miles he is undoubtedly the fastest English professional rider living.

The tricycle is utilized in a certain New York home for crippled children, as a means of developing strength in those who are suffering from deformed, emaciated or weak limbs.

JESSIE OAKS, an English woman, challenges Elsa Von Blumer to ride a bicycle any distance, for a percentage of gate receipts. Now, Elsa, brace up, and defend the honor of Yankee land.

The Pennsylvania Club have formally requested Chief Consul Jessup to reappoint John A. Wells as representative. The Maryland Division promises to back up the Pennsylv's. All the Philadelphia clubs have joined in the petition.

At Lynn, Mass., Nov. 26, by the Rev. S. B. Stewart, D. E. Hunter, of Lynn, was married to Miss Mamie C. Shields, of New Bedford. Long life to thee and thy spouse, D. Edgar, and may double prosperity in thy marriage state, be thy future lot.

THEY say that the Camden, N. J., wheelmen can out-talk any set of riders that the world can produce, and they warn Tom Stevens that in case he comes in contact with the talkative contingent from Camden, he wants to prepare himself for an awful, lingering death.

THE road commissioners of Warren, R. I., have put off repairing a certain street because they could not get crushed stone! The money had been appropriated, but the commissioners evidently think that crushed stones grow on trees, and is not the combined product of a crusher and granite.

WHEN the racing season is over, we hear of men who "will not appear on the path next season," but when next season arrives, and the out-of-door training begins, we notice that very few can resist the fascination of the racing path, and so they don their racing togs and peg away for either glory or lucre.

CAPTAIN WHITNEY, of the Boston Bicycle Club, is about to leave the city for the winter, and as a mark of esteem he will be the recipient of a dinner given by his fellow-members at the club house on Saturday night, Dec. 3d. Mr. Whitney has been a good, energetic officer, and he will be sadly missed by his fellow-club-men.

AN excerpt from *Sporting Life* respectfully referred to G. L. H., Esq.: "The subject of class racing is one of the utmost importance. The racing board should at once take up this matter and make rules accordingly. Riders will then know the calibre of other contestants in same class, and will not be at the mercy of every expert who does nothing but enter events where he has no business."

F. T. MERRILL, the bicyclist, of Portland, Ore., has again leased the Mechanic's Pavilion for the winter, and will use it as a bicycle school and skating rink. Raised turns will be immediately put in for fast bicycling. Merrill is bright and active, and it will be very strange if bicycling don't take a leap into public favor the present winter. He has telegraphed for 200 pair of Crocker skates. The rink probably opened about the 21st of last month.

We regret that lack of space compels us to omit an account of the entertainment given by the Jersey City Athletic Association on Thursday, Friday, and Saturday evening of last week. The performance of minstrelsy was one of rare merit throughout, and reflected great credit upon the participants. A large number of those whose names were included in the programme, are members of the Hudson County Wheelmen as well as the Athletic Club.

We received "press tickets" from Senator Morgan, which would have admitted us to Agricultural Hall, London, during the late six-day race. Sorry we could not use them, Senator, but we found we could not attend the race and get home to sleep the same night, and so had to "pass." We, however, congratulate you on the immense success of the whole affair. May your good luck follow you when you get back to the States next season with the flower of Europe's professional riders.

AN edition de luxe of The Ladies' 1887 North Shore Tour, as printed in the BICYCLING WORLD lately, is to be issued. It is to be printed on extra thick paper, will contain three dozen photos, taken by Mr. Stall, and will have a hand-painted frontispiece. The binding will be to suit the fancy of the purchaser, and will be very fine and strong. The book will be obtainable through Mr. W. W. Stall

only, and by subscription. The cost of the book when complete, will be in the neighborhood of \$10, and will be one of the finest things of the kind ever published.

THAT Warren, R. I., young man, who alleged that he rode 43.4 miles in 12.30, is reported to have sold the machine on which he made the "record." The *Journal* says: "No doubt he found a ready purchaser. They say down in Warren that nobody there wanted the thing; it is evidently too skittish and liable to run away at any time. A machine that will carry a man at a 2.50 clip over a road like that from Bristol to Warren would be just as likely to start off some day without any warning, for a hundred-mile record before its rider could get off and chain it to a post. A machine that runs too easy is liable to cause great annoyance some time." We notice that this paper gives the average time as 2.50 for the mile. This is not correct; it would have been nearer 2.36 for the distance.

FRED WOOD is out of pocket by his trip to Australia, and unless he receives outside aid in the shape of £100, he will have to stay in the Colony for some time to come. The *Cyclist* says: "It will be remembered that Wood's prolonged trip was in every way successful until the unfortunate scrape he got himself in at Melbourne, and apparently the litigation which followed swallowed up all Wood's ready cash, in addition to selling fast all his trophies, etc. Wood hoped to right himself again by a series of fresh engagements, but these he has not been able to arrange, and there can be no doubt but what Wood has recently experienced a very rough time of it. Further, Wood's attempt to obtain employment at his trade failed, hence his present position in the far-off colony is by no means an enviable one." An effort is being made to raise the money to get Fred home.

WE give this week the result of the race between cowboys and cyclists. In our last issue we gave the results up to the end of the fifth day. The combination of cowboy and hardy mustang proved too much for the riders of the wheel; it was all the horsemen could do, however, to get away with the spider wheel. Howell, 389 7-8 miles; Woodside, 422 4-8; total, 812 3-8. Broncho Charley, 407; Marve Beardsley, 407 4-7; total, 814 4-7. Both Howell and Woodside rode Rudge racers, which stood the strain of the week's riding without a mishap of any kind. During the race the men averaged about seventeen miles an hour, and during the last hour the horsemen rode eighteen miles, changing horses at the end of every mile. To indicate the interests shown in this race, we would state that the "gate" during the week reached 60,000!

THE *Courier* of Buffalo, N. Y., says: "There is some talk of holding a first-class bicycle tournament in Buffalo next summer, bringing hither the crack riders of England and the United States. If Henry E. Ducker, who acquired a national reputation by his successful management of the famous Springfield tournaments, and who is now a resident of Buffalo, can be persuaded to put his inexhaustible energy into such a scheme the tournament would beyond a question prove the sporting event of the season, although previous attempts to excite general interest hereabouts in bicycle racing have been unavailing. In the eastern cities larger crowds are attracted to the race tracks during the week of the bicycle tournament than at any other time in the year." If the Buffalo wheelmen will only agree to back Mr. Ducker up we will wager that Buffalo will break the record, and be able to hold a most successful three or four days' tournament.

"PROFESSOR" ALPHONSE KING is supposed to have accomplished a remarkable feat in riding on a water bicycle from the Charles River bridge to East Boston. The *Herald* has a thrilling account of the professor's perilous (?) ride, and dilates on how only coolness of head and steadiness of hand caused him to make his passage in safety. This craft that Professor King rides on is practically the old water bicycle of Hazlett's and Jack Keen's. It is a catamaran and to capsize it is next to an impossibility; it is safer than a row boat and as steady as a scow. Hazlett used to go out to sea on his machine, and make no bones of it, while the professor is supposed to have made a wager that the wonderful (?) feat of riding this machine a distance of something less than a mile on smooth harbor water, could not be accomplished. And the public swallowed the bait and were humbugged accordingly. The professor states he will walk over the same course. That's more like a "remarkable feat."

THE *Sporting Life* thus describes the closing scene of the 6-day match between horses and bicycles in London last month: "Woodside's forte is well exemplified in distance racing, and from first to last he rode magnificently. He and Beardsley were the last on the track, and the sprint at the finish between them will not soon be forgotten. Nearly all in the building went frantic with excitement, the scene at the end of the race almost baffling description. As Beardsley rode toward the Press stand he was signalled to halt. Amid tremendous cheering, Mr. R. Watson, the referee, at the re-

quest of a lady who shall be nameless, decorated Beardsley with a handsome wreath of roses, and in company with Broncho Charley he for the last time set off at a full gallop round the track, waving of hats and handkerchiefs following them into retirement. The crowd now turned its attention to Woodside, and when the American reappeared he was loudly applauded. A speech was called for, and in a few words he thanked them for the heartiness of their reception, and avowed that had Howell not been ill during the first two days, they must have won. Thus ended one of the most remarkable contests ever decided in this country, a repetition of which will not be regretted if conducted under similar auspices. In attendance during the week were Inspectors Shearsmith, Woodard, and Shand, of the Royal Society for the Prevention of Cruelty to Animals, and it is needless to state that their ever watchful care and attention was a guarantee that kindness would be extended to the horses engaged. It is pleasing, therefore, to be able to record the fact that their instructions were obeyed to the very letter of the law, and that they left the building perfectly satisfied with the comfort and accommodation provided both man and beast. As the vast crowd filtered into the streets, not one member availed himself of the Englishman's privilege to grumble; on the contrary, the general verdict was a solid success, "and sarve 'em right."

BOSTON CLUB HARE AND HOUNDS.

"Too much wind, we cannot follow the scent," so said W. H. Porter, who returned to the starting point in a short time after he had been sent on his way as a hound, together with P. J. Berlo, M. D. Frost and J. E. Bigelow, to catch the hares, F. S. Wetson and W. H. Senter. Porter's "fellow hounds" found this state of affairs to be correct, and after a fruitless attempt to follow the trail they too came straggling home. The wind was very high, and the moment the hares dropped the scent it was taken by the wind and scattered indiscriminately, so that the hounds had positively no trail to run by.

NEW BEDFORD CLUB ROAD RACES.

On Thanksgiving Day the New Bedford Club held its usual annual road races. The first event was the 5-mile race for the "President's Medal," and as the result would decide whether the present holder, F. L. Wing, would win it permanently, a good deal of interest was manifested. There were four starters, including C. L. Dunham, F. L. Wing and E. L. Almy. Dunham took the lead at once, and was never headed once, although Wing made a plucky effort to head his club mate. Almy came in third. Time, 21m 23 3-5s.

The half-mile race was won by H. Smith in 1.37 1-4, and the same man won the quarter-mile race in 44 seconds.

THE DORCHESTER HARE AND HOUND CHASE AND THE BOYS' RACE.

On Thanksgiving Day the Dorchester Club held a five-mile boys' race. The entries were P. Alexander and Jos. Baudreau, of Boston; Alvin Dillaway, J. Gibbs, J. E. Hall, Jr., and W. Hamilton, of Dorchester. The course was over the Dorchester Club 15-mile course, and was won by P. Alexander in 21.15. The roads were very heavy and the wind high. Alexander has proved himself to be a good one, and will make the racing men of his class "fly" in order to "get there" next year.

At the finish of the boys' race, the hare and hound run was started, with Doane and Benson, the two fastest men of the Dorchester Club, as hares, and ten minutes after the hounds, who were W. A. Rhodes, R. Eddy, Wm. Clark, W. Forbes, and several others, started. W. A. Rhodes was soon out of sight, and rode very fast. The hares went via River street to Mattapan, thence across a stone wall and field to Blue Hill avenue, to Atherton street, past Paul's Bridge, up Shaw's Hill, to the top of Big Blue Hill, around the observatory, and a cut down the hill through the woods to Houghton's Pond; then through fields and over walls to Randolph avenue to Milton, up Codman Hill to Melville avenue, through a field and over a brook, through another field right into the middle of a football game, and thence to the club house. Rhodes succeeded in catching the hares in the bushes on the Big Blue Hill, and rode with them to the finish. Rhodes, Doane and Benson came in in a bunch at the finish, Doane in the lead, with Benson and Rhodes neck and neck. Clark and Eddy came in about twenty minutes afterwards. Those familiar with a cross-country cut around the Blue Hills, can imagine what a hard run it was.

At a meeting of the Cincinnati Bicycle Club, held October 31st, the following officers were elected to serve for the ensuing year: President, H. S. Livingston; Captain, C. M. Galway; Secretary, W. H. Miller; Treasurer, W. A. High; First Lieutenant, J. R. Pigman, Jr.; Second Lieutenant, T. M. Shultz; Club Committee, A. A. Bennett, A. Wilhelmy, H. W. Longley.



COLIE BELL WILL RACE PURVIS-BRUCE.

Editor Bicycling World: Noticing Mr. Purvis-Bruce's little break in his Twin City letter in 18 November issue, about his wishing to get at some of the "coffee-mill" men at any distance from five to one hundred miles, I would say that if he wants to race I will accommodate him at twenty-five miles. Instead of racing at Clarks-ville or Crawfordsville, I would suggest, if he will race, that the race be run on Lake Harriet boulevard any time next spring. Instead of sending his little challenge to the Eastern cycling papers, why did he not send it in to the *Minneapolis Tribune*? I am sure Mr. Bruce will not be disappointed so far as having an "interesting" race. Not wishing to ride for fun and glory, and also to make the race interesting, let a twenty-five dollar medal be bought, he to stand half and I the other half. I do not consider myself a "crack," and maybe Mr. Bruce will not want to tackle me as I am not a "big racer," but nevertheless if he wants to race, the "stuff" will be forthcoming. Probably the reason that he does not fear the "coffee mill" men is because he could never get near enough to them.

Yours respectfully,
COLIE BELL.
Minneapolis, Minn., Nov. 24, 1887.

BICYCLING IN ST. JOHN, N. B.

THE bicycling season with us in St. John is over. Considered in every light, it has been quite a successful one. The clubs have kept up their membership; the tours and outings have been well patronized, and there has been unusual interest in the competition for the longest distance covered in the season. Barnes, the swift cyclist of the St. John Club, has won the prize. The following table indicates the distance covered by each man in each month, excepting in the cases of Hazen, Puddington and Hall, during the last three months. The figures in brackets denote the distance covered by each during the three months:

	Barnes.	Coster.	Hazen.	Puddington.	Hall.
May,	171	222	(2) 361	222	137
June,	191	241	247	67	80
July,	226	282	168	250	125
Aug.	344	(1) 364	000	000	000
Sept.	325	142	000	000	000
Oct.	169	88	[200]	[200]	[170]
	1426	1341	976	739	512

By this it will be seen that Coster made the longest run in one month, 364 miles, followed by Hazen with 361 miles and Barnes next with 344. Some of the runs by the club members are given as follows: Chas. and Frank Hall went from St. John to Fredericton in 9 hours, 68 miles. Hall, Barnes and Coster went to Hampton via Barnesville and returned by main road in 7 hours, 58 miles. Barnes rode to Hampton without dismounting in 2 hours, 5 minutes, 23 miles. Coster rode to Apohaqui, then to Cole's Island, then to Washademoak Lake, then to the narrows and across to Grand Lake and up to Young's Cove, back to Gagetown and then to St. John via Welsford, 175 miles in all, in 4 days. The club will meet Friday night in Barry and MacLauchlan's.—*Correspondence.*

DON'T be alarmed in case you see a tricycle tearing along the road, carrying a fair young lady, and drawn by a train of purps *ala* Esquimaux. It is only "Maud" out on taking an airing and giving her dogs a turn. Our imagination gets away with us when we conjure up this picture, and we can conceive the exciting, amusing and disastrous incidents likely to occur [we swear we did not mean it—Ed.] during an afternoon's drive through the country.

THE military authorities at Washington are now discussing the use of the cycle for war purposes. We would refer the sapient authorities to the recent tests applied by the English at Aldershot, where the cyclists were required to do everything on the wheel, except climb trees and scale parapets. We believe that the result of the trials in England were not favorable to the use of cyclists in war, although the feats performed by the riders were wonderful.

HARRY COREY ABROAD.

WE make no excuse in presenting the following lengthy article that appeared in the *Sunday Herald*, as it is fraught with much of extreme interest to riders, the world over:

Harry Corey, the bright, energetic and popular exponent of cycling on the road, on the track and in the factory, has returned from another trip to the other side. As usual, upon his arrival home, he has kindly given his experiences for the benefit of those interested in his favorite sport, and they will be read with interest. This is his story: "I left New York Oct. 15, on the North German Lloyd steamship Eider. On reaching London, I called on my old friend, Sidney Lee, whose acquaintance I had made some four years ago, and whom I had met on every trip. He is manager of, probably, the largest new and second-hand establishment in the world, with headquarters at No. 60 Chancery lane, and his close connection with the cycling industry in all its different forms, representing, as he does, almost every reliable maker, renders him a particularly valuable person to furnish information. After chatting with him a short time on the outlook of the trade, and what had been going on during the past year, I walked down Holburn viaduct, where most of the English makers have their London houses.

The first one I came to was Humber & Co., who are now a very large stock company, and manufacture all grades and kinds of bicycles and tricycles.

Their London manager, Mr. Rucker, is a particularly pleasant gentleman, and one of the best-known cyclists in England. Since my visit to England last year, Rudge & Co. had grown to such an extent that it was deemed advisable to form it into a very large stock company, similar to Humber's, and this move was in process on my arrival in London. Branch houses were being established in all the different countries, in order to bring the manufacturer into the closest relations with the distributor of the factory's productions. Just beyond Rudge & Co. was the Coventry Machinists' Company, who have probably the largest showrooms in London. Mr. Bale, the London manager, is well known in this country, having been here several times in connection with the branch house established in Boston. He called my attention to a racing tricycle in the window, which was

A MARVEL OF LIGHTNESS AND STRENGTH.

It was of the Ripley type, the three wheels being each about thirty inches in size, and actually weighed less than 23 pounds. It was the lightest machine that I had ever seen, and I had no idea they could reduce them to this weight and preserve strength and durability. This particular mount had already several valuable records to its credit. I picked it up with two fingers, and suggested that he had better send it to America for some cattle king or gambler to hang on his watch chain. Gaskell, the former manager of the American branch, was out of town, and I did not have an opportunity to see him, but I understood that he was not connected with the bicycle business at present.

The next door beyond led me to the ware-rooms of Hillman, Herbert & Cooper, the makers of the Premier bicycles and tricycles. In their show rooms was a Premier safety of the Rover type, covered with mud, and standing like a race horse after having won a hard-fought victory, and indeed it was, for that light machine, that seemed hardly able to stand the weight of an ordinary man, was the proud possessor of the 100-mile world's record. Across the street is the well-known firm of Marriott & Cooper, probably two of the best-known riders in the whole trade. Fred Cooper is, without doubt, one of the best tandem riders in England, and his skill in steering and riding this type of machine is simply marvellous. To my mind, a successful manufacturer must be also a good rider, for it is only by intense strain on a bicycle, and when subjected to its roughest use, that its weak points are discovered, and in this case, a firm like Marriott & Cooper, who are always riding, it is no wonder that their machines are so well thought of. Cooper called my attention to a very curious looking tandem, which they had lately invented, and which he told me to keep my eye on. He said that it was the fastest thing that had yet been produced, and so it proved, for two days afterwards, Messrs. Edge and Morris captured the 100-mile tandem record on the Great North road, in 6h. 57m. 32s. The 50 miles was covered in 3h. 4m. At the same time Hale started on a Ripley tricycle of the same firm, and rode 100 miles in 7h. 11m., beating the record by 35m. It would take too much time and space to give a description of every machine that I saw, but for several days I did nothing but look at all the various makes of bicycles and tricycles and safeties, and to note what had been done during the past year.

In the ordinary bicycle I find very little change. I brought up the subject of ball heads to several of the largest makers, but they shook their heads and said: 'We got over that idea last year.' It can be compared to the two-speed gear craze of several years ago. In further conversation one of them remarked: 'There was a time

when it was almost impossible to sell a bicycle unless it was covered with so-called improvements of all kinds, falsely calculated to reduce the power, to increase the speed and lessen the exertion. We found the riders demanding all sorts of novelties, which we were forced to adopt, but after the first year or so, we found the riders coming back with their machines, and wishing to exchange for the same machine of a simpler design.' A careful inquiry into this matter revealed the following facts: The rider believed that he had something different on his machine, and that every invention was an improvement, but found afterward that it was difficult to keep it in repair, and he was only too glad to sell or exchange for a much simpler machine of an equally good make. 'It is impossible,' he said, 'to conduct a successful bicycle business, unless you pin your faith to two words, 'simplicity and durability.' I found that the general opinion among the most successful manufacturers, that those who had the simplest and most

MECHANICALLY CORRECT MACHINES.

were also the most successful in a commercial sense, for the more complicated you build a bicycle or tricycle the more expensive it becomes in the long run. One manufacturer told me that he had achieved his greatest success in building the simplest machine possible, and keeping up with the times, but never forcing them.

I found that the bicycle business was gradually developing toward large firms, which was the result of the combination of several smaller ones. The cycling industry has been for number of years a recognized branch of manufacturing, and to any skeptic who believes it is short lived I would respectfully refer him to 'Sturmey's Indispensable,' a book which would convince him very quickly that if anything, there was too much capital invested in the business.

Larger rear wheels were being used on the ordinary, generally about 18 inches, instead of 16 or 17, as heretofore. Of course, in the high class, light roadster bicycles, tangent spokes, ball bearings, hollow rims, ball pedals, etc., were the order of the day, while in the roadster the direct spoke and solid rims predominated, otherwise it being the same. The Kangaroo type of machine had fallen off considerably, and was succeeded by the new 'Rover safety pattern.' The peculiar construction of this type of machine, gives it numerous advantages, without in the least detracting from bicycle action in propulsion, guiding and balance. It is safe in every respect, a header being impossible, the seat of the rider being so low that he feels as secure as when on his feet: in fact, his feet are only a few inches from the ground, so that if it were possible to fall, no injury would arise. The wheels are of about equal size, the rear wheel being the driver by means of an endless chain, communicating from the hub to the pedals, which are situated between the two wheels. The front wheel is the steerer, so that the power required to propel the machine does not affect the steering as in the ordinary bicycle. On this account, and the proximity of the rider to the ground, a learner can make himself master of the art of riding in a much shorter time, and with considerable less danger than upon the ordinary bicycle. The seat and handles can be adjusted, so that the machine can be altered in a few moments to suit the length of leg or arm of the rider. The weight is a little more than the ordinary bicycle, on account of its great number of parts. As a runner on level ground, its speed fully equals the ordinary bicycle; and as a hill climber it easily excels any type of bicycle—a fact proved time and again. As a machine for road use combined with speed, I point to the performance of Mr. G. P. Mills, who recently accomplished 294 1-2 miles in 24 hours on this type of machine. This was his first attempt, but before the close of the year 1888, I predict that all records will be held on this pattern of safety.

There are a great many patterns of the Rover type manufactured, but they are almost all identical, the principal ones being the Premier, the Rudge, Singer's Challenge, the Humber, the Ivel, Marriott & Cooper's Ripley, the Whippet & Moore's Invicta. The last two are spring fork machines, which were calculated to

RELIEVE THE RIDER

from any jar, but my experience has been, so far, that the rider needs a machine shop with him to keep these last two in order, and the simpler you can make them the better. I find that the best thing to relieve the vibration on this type of machine was a comfortable saddle and the wheels fitted with good sized tires; these two points, with the handles placed at right angles, would render the machine as free from vibration, and the steering as easy as on an ordinary bicycle. I believe that there is a great future for this type of machine, and should not be at all surprised if I should see our American manufacturers making them in great quantities next year. While I do not think that it will hurt the sale of the ordinary bicycle, it will open the pleasures of cycling to a great many who have been afraid to venture upon a high machine, and professional men in particular will find it a great boon as a means of conveyance and an exercise which combines safety and comfort with speed, with no

more than the usual power required to drive the ordinary. This type of machine was used a great deal by physicians in preference to horses, and by artists and others who depended entirely on their hands.

From what I could discover about the single tricycles, I found the Crippler pattern was at the present time the favorite, but I am inclined to think that the new tricycle of Messrs. Marriott & Cooper indicates a change for the better in a great many ways. The new machine is driven by a chain extending from a large rear wheel, which is the driver, to an axle suspended from a tube running in a vertical direction toward the front part of the machine. It is really the old Humber pattern twisted round, with the two front wheels about 22 inches in size, but without its difficult steering. This tricycle possesses advantages contained in no other machine, and more will be heard of it later.

I could discover no particular change in the form of tandems, with the exception of the Marriott & Cooper Olympia, which I believe will be heard from in the near future. The Crippler and Humber are still the leading types.

In the matter of saddles and bags for machines, there is little that is interesting, as the American hammock saddle of the Kirkpatrick type is far superior to any English saddle there on the market.

As a general thing the roads in England are very slippery and greasy, and tires come off there very much more easily than in the States. I inquired of a manufacturer if there was any remedy for this, and he said that the most satisfactory way that they had discovered in the course of 15 years' experience was to carefully stick them on with London's cement. He said that all sorts of patent schemes had been devised and different kinds of rims had been invented, but where a patent process is used, the chemicals usually rusted the spokes and left them in such a condition that they soon snapped off at the rim. The patent rims had worked well for a while, but it was found that the tires wore out very much quicker and were much more easily cut up, while it was not long before the tire stretched, and a piece must be taken out of it to fit the wheel tightly.

In company with Mr. Lee I made a great many excursions to different parts of England to inspect any inventions that had been made, and to be thoroughly posted on what was going on. One Saturday afternoon we ran down to Biggleswade to see Dan Albone of 'Ivel' fame. This is a Rover type safety, and one of the best that is on the English market, for it is one of the few that can be steered without the hands, and it is almost identical with the Premier. Biggleswade is situated on what is called the 'flat country,' about 40 miles from London, and on the line of the Great North road, where so many of the long-distance road races have taken place. Albone is one of the pleasantest fellows in the trade, and has connected with him Mr. G. P. Mills, who seems to make a business of record breaking, for he has done a number of grand good performances within the last two years, although I believe he has a number of records yet in hand to break, if he wishes to capture them all, one of which I think is Mr. Sidney Lee's 50-mile tricycle record, which at present

REMAINS UNEQUALLED.

Mills is a powerful, well-built young fellow, standing about 5 feet 9 inches, and I should judge weighs about 165 pounds. He rides a 53-inch ordinary. The success of the 'Ivel' bicycles and tricycles is in a measure due to his wonderful performances, for he appears to an equally good advantage on bicycle, tricycle or safety. Albone has a nice little factory with a hotel adjoining, which is a favorite resort for a large number of cyclists, who are there most of the time. He very kindly loaned me a machine while there, and in company with him I had the pleasure of a spin around the town. It is an ideal record breaking spot, for the roads are like Chestnut Hill Reservoir, and plenty of them in all directions. Stones appear at every mile, and it is an easy matter to figure how far one has gone. I should judge some of our American manufacturers would be well pleased if it was planted anywhere within 100 miles of Boston. While at the hotel I had the pleasure of meeting Mr. Finlay MacRae, the new Secretary of the National Cyclists' Union, besides a number of other cyclists of more or less prominence.

One morning while in London I ran down to Surbiton to see John Keen, probably the most popular cyclist in England, and a rider who has been before the public for fifteen years. If Keen had the full benefit of all his inventions he would be a very wealthy man, but, unfortunately for him, somebody always seem to get hold of his ideas, and the profits went into their pockets instead of his. Much to my surprise I found the old war horse married, and a charming wife he has. I believe there is a little bit of romance about it, from the fact that the lady was very popular among the young gentlemen of her native town, but all of a sudden Jack appeared, and without more ado set to work and succeeded in pulling out the prize, much to the discomfiture of his competitors. He had a number of very curious things to show me in his work-shops,

among which was a geared bicycle. Keen and I have always agreed upon one point, namely that the average rider of to-day is using too large a machine. Keen measures for a 55-inch, but uses on the road a 52-inch fitted with 6-inch cranks. He gives as a reason that it is safer and faster particularly in going up and down hill, and on a level by practising a little quick pedalling, he is able to distance most of his competitors, as many of the Ripley road riders can testify.

While in London, W. J. Morgan, the manager of the American team, was holding a six-day bicycle vs. horse race at the Agricultural Hall, and one night a party of us went up to see how it was progressing. I was simply astonished to see the crowd that was there, and not at all surprised at Morgan's success. When we first entered the hall, I saw a tall figure rushing around the hall that I thought looked familiar, and sure enough it was Dick Howell on his 59-inch Rudge racer. The valiant Richard was very busy giving the horse-man a hard pull, as lap after lap was rolled off. Pretty soon another figure came out. It was Woodside, wearing the green suit, which created so much excitement among the fair sex at the Springfield races of 1884. Morgan appeared shortly afterward, and as soon as he caught sight of me he invited me into his quarters, and I soon found myself in the midst of a number of the racing celebrities of the day. The whole American team seemed to be in good health and spirits, and I should judge that they had been very successful, from a financial point of view, for they certainly can

ATTRACT TREMENDOUS CROWDS.

While the six-day race was going on in Edinburgh, Scot., 5000 people were turned away from the building the last night. How in the world Morgan manages to find time for all his engagements, is more than I could discover, for he seems to be in half a dozen different parts of England at once. He hinted to me that he might be seen in America next year with a team of racing cyclists, in the interest of some manufacturer, and, if he does come, I have no doubt that he will make a success of it.

I spent several days in Birmingham and Coventry, looking up the different makers, and found much to interest me in various ways. The Rudge company were hard at work getting out their new sample machines, which were not ready, and in due time full details of their plans for 1888 will be given to the public. Singer & Co. are building two very large factories in addition to what they have already, and Mr. Singer informed me that he had not been able to keep up with their orders during the past year. The policy of Singer & Co. had been somewhat different to any of the other cycle makers. This firm had built machines for road use solely, and I understand had never entered into open competition in a racing connection. How well this has paid them is shown by the fact that their productions are probably second to none in the cycling trade, and what many of the other makers spend in racing, Mr. Singer quietly puts into his pockets, and lets his competitors do the fretting. Messrs. Hillman, Herbert and Cooper, the makers of the well-known 'Premier' bicycles, are a particularly active firm, and they have in their employ one of the best fellows and riders in England, Mr. F. S. Buckingham, who is the proud possessor of 34 French marble clocks that he has won in various bicycle competitions. On a wet Sunday, if he has nothing particular to do, he generally winds them, which gives him employment for the day. He very kindly took me out on a Premier tandem, for a spin round Coventry, and the way the machine travelled was a caution. It only weighing a matter of 60 pounds and geared to 60 inches. While in Birmingham that night, I saw Hon. W. F. Cody (Buffalo Bill) walking on the sidewalk in front of my hotel, and a crowd of little gamins following on behind, gazing at the tall Indian fighter with intense admiration, and probably wondering whether he was going to shoot anybody just then. Cripps, who is well known as one of Humber team of 1885, is managing a cycling depot in this city, and appears the same old fellow, but he has not done very much racing the past year.

Coming back to London, I bade good-by to my friends, embarked on the North German Lloyd steamship Saale, which sailed from Southampton on the 10th of November, and, after one of the roughest passages I have ever experienced, I was indeed glad to see the Statue of Liberty again in New York harbor.

In a general way, I can say of my trip to England, that the cycle business, and the success of the manufacturer and agents depends on the quality and reputation of his goods. To a certain extent, the question of price enters into it, but, after all that is said and done, the prospective bicycle purchaser cannot help realizing very clearly, if he is at all a judge of machines, that a cheap article is dear at any price. The reputation of the maker for quality and workmanship, simplicity of design and durability of material does more to sell his goods, than extensive or eccentric advertising, for, although he may do a good business with a novel machine for the first year or so, it is the following years, when the repairs come in, that he sees where he has made his errors, and then it is too late."

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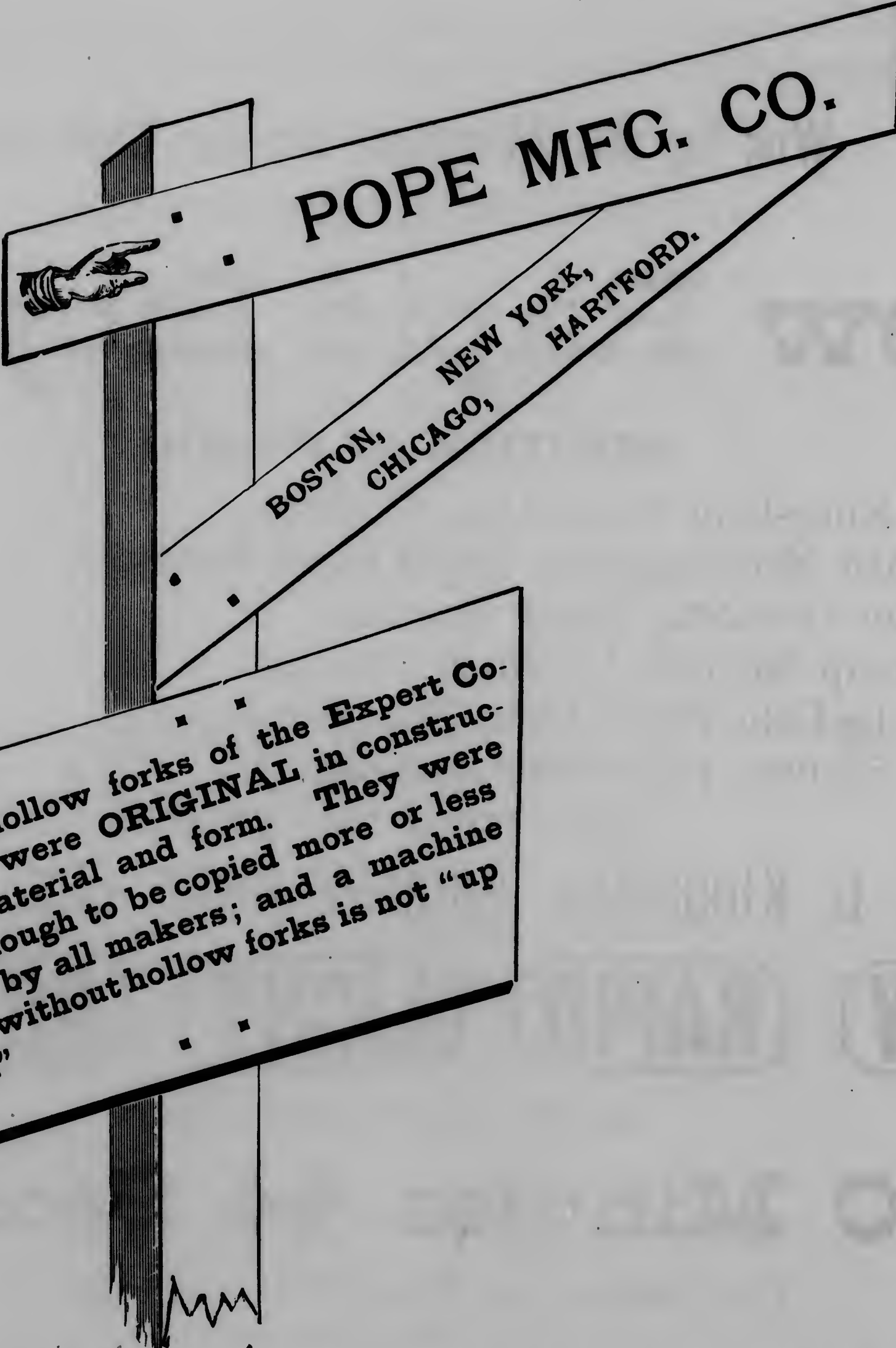
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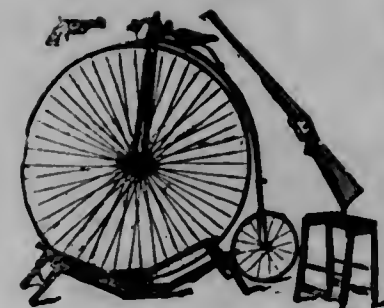
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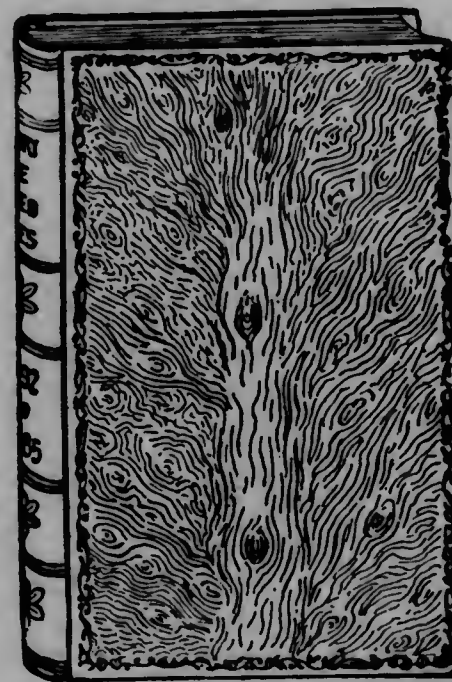
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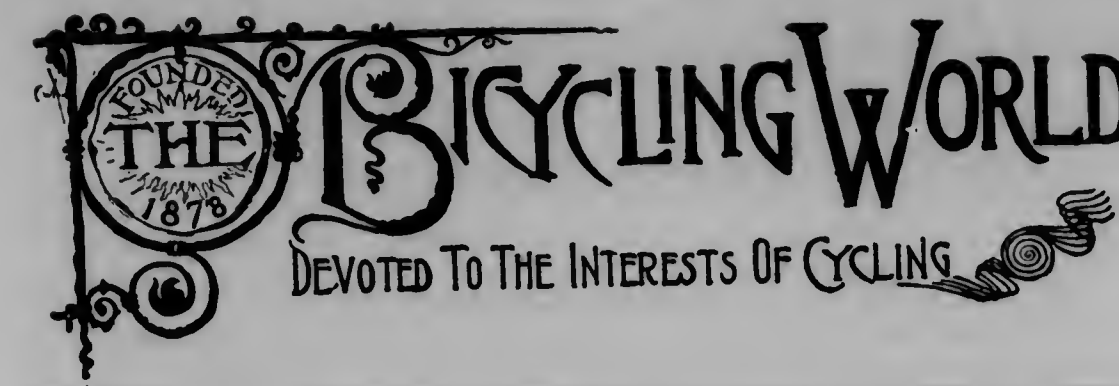
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C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 9 DECEMBER, 1887.

AFTER all, this country will not be utterly devoid of racing tracks for 1888, for Roseville has been saved, Lynn has been bought by parties who propose not to neglect the bicycling interest, and Albany has a track that, with very little expense, can be made one of the fastest in the country. One of the directors of the last-named track claims he voices the sentiments of the Board when he states that they are willing to make any necessary changes in construction that are reasonable, so that their path will take its place among the foremost cycle paths for safety and speed. We gladly welcome this addition to our available tracks, and we congratulate cyclists, generally, that as the club on whose grounds this track is located, is a wealthy and enterprising organization, it will likely make a strong bid for racing patronage next year. A further good feature is, that Albany is a town liberal in its patronage of sports, and so in the event of a big attraction like that promised by the proposed visit of a European team, the management may feel morally certain of a big "gate."

NOW is the season when manufacturers and dealers are laying low and making their plans for the coming season. Now is the period when, after a year's experience with their own wheels, and a sharp lookout on the products of their rivals in trade, the makers are striving after a nearer perfection in their cycles for the season of 1888. There is no business in which competition is sharper, in which alertness and determination to excel is more necessary than in the bicycle trade. It is a difficult business withal, as so often it is proven that theory and practice do not always agree. Careful theorizing and good, common, horse sense, are very necessary to lay a foundation on, but the crucial test is found only in the practiced use of the machine. When we consider that lightness, strength and easy running is the desideratum that our makers are constantly striving for, it can easily be seen that while trying to steer clear of Scylla, they may run a-foul of Charybdis. Temporary failures sometimes seem disheartening, but the successful makers of to-day, are men who put these disappointments behind them, and push more energetically than ever for the goal of perfection, which they are bound to reach in the end. We were moved to this line of soliloquy by the thought that we often hear some one man, among a hundred, perchance, who does not hesitate to condemn the machines of the kind of his particular mount, because he has been unfortunate, or, more likely, careless and reckless, and thus managed to make a wreck out of a machine that was built for use and not abuse.

THE ALBANY TRACK, AND PROPER BANKING OF SAME.

We were in Albany last week, and in talking with one of the directors of the Ridgefield Athletic Club, we were made aware that the association is very willing to cater to the cycling element. The Ridgefield Club now have an excellent three-lap track, and they are perfectly willing to improve the same where improvement is called for to facilitate the riders to make fast time. In view of the proposed visit of the English and European teams to this country next season the Ridgefield Club will make special effort to hold a tournament on the grounds, the competition between the visiting teams and the home cracks, being, of course, a prominent feature of the meet. There is no reason why the Albany track should not prove one of the fastest in the country if the management will only give the courses a proper banking. In connection with this we publish some results and formula taken from *Cyclist* and *Wheeling*, which may be of value to the Albany people and those who contemplate changing their tracks. The *Cyclist* says: "This journal has no column specially devoted to scientific cycling, but we trust the following formula and example may be of use to Mr. E. Webb, of Torquay, who writes to a contemporary asking what should be the scientific banking of a track for a speed of thirty miles an hour. Here is a formula which we think will give the information he asks for:

Let V = velocity in feet per second.

G = distance between wheels of tricycle.

C = chord of the arc in which the machine is travelling, the versed sine of which will be the necessary banking per width of gauge.

C = $1-2 V \sqrt{G}$. Let us assume twenty miles per hour, and a tricycle three feet wide, then

C = 15×1.44 (the square root of three to two places of decimals).

C = 21.60, the length of the chord.

Now, Mr. Webb has only to plot his curve on paper to a fairly large scale, mark on the chord, and measure the versed sine, which will give him the super-elevation of his track at three feet from the inside edge. In a curve of 60 yards radius this super-elevation is three inches, which, with a track seven yards wide would be one foot 9 inches on the outer edge."

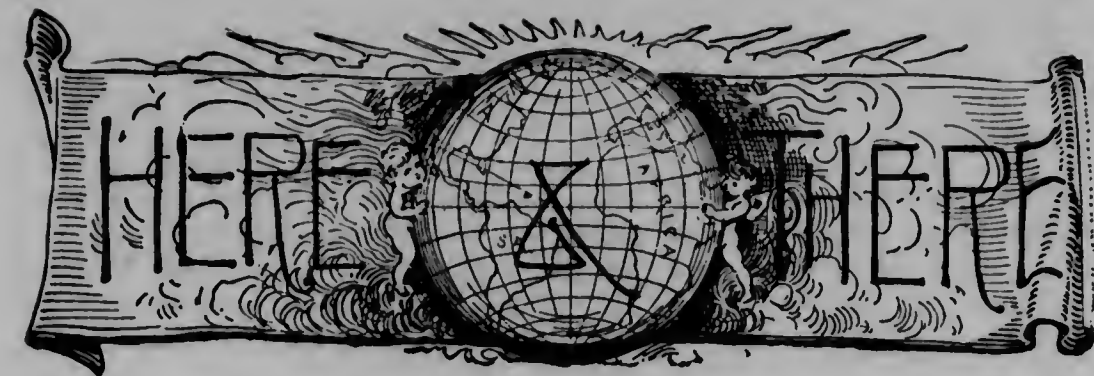
The Albany track is three laps to the mile, and therefore the following result, arrived at by Mr. M. Simeon McKay in *Wheeling*, will just about fit their case, although we cannot state that the radius is the same as the case Mr. McKay has in mind. He says: "The radius of the curve at Ball's Bridge track is 112 feet, and applying my formula to determine the super-elevation for a track 15 feet wide, assuming velocities of 10, 15 and 20 miles per hour, the following table gives the theoretic amount:

	Feet.	Inches.
Radius of curve, - - - - -	112	00
Width of track, - - - - -	15	00
Ten miles per hour, bank, - - - - -	00	11
Fifteen miles per hour, bank, - - - - -	2	00
Twenty miles per hour, bank, - - - - -	3	7

If the radius of course is, say 200 feet, then at a 20-mile gait the banking should be about two feet.

This was "head work" evidently. How our good friend Hillier must have shouted as he saw the little Yankee deliberately stand still on his machine and refusing to proceed: "Young and Temple were now left to finish the remaining 25 miles as they pleased, and both being unwilling to lead, it looked as if the one who possessed most patience and endurance would come off victorious, as when Young tried to take second place the little Yank drew up, and seemed inclined to commence a trick-riding performance by standing still. The race now became tiresome, but Young settled matters by quitting the track at 37 miles 3 laps, and a mile and three laps further on Temple was told by the referee that he might stop." Tactics won that race, eh, Hillier?

THE newspaper profession of this city has rarely numbered among its members a more highly gifted young man than J. Purvis-Bruce, late of Edinburgh, Scotland, and well known through his connection with wheeling. Of an artistic turn of mind, realizing the true and only true essentials to success, and animated by exalted ideals in his daily conduct, within as well as without his calling, it is not at all surprising that Mr. Bruce has impressed those who can distinguish a hawk from a handsaw with being a very superior young fellow. He certainly did not get his name by accident. He is now about to return to his native heather—"ye banks and braes o' bonny Doon"—and we wish him *bon voyage*. He can't write up an "ad."—especially when he tries—as well as most of the "rustlers" who have made newspaper work a trade, and a pretty undignified and thankless one at that, but he has the newspaper instinct, and, combined with sufficient hard work, we can fairly guess where that will lead him. Mr. Bruce, we are happy to say, returns soon to the Northwest.—*St. Paul Dispatch*.



BENEATH the shadows of the Commune, with thoughts of the deeds, good and bad, by the Kings of France, and with the shouts of the French enthusiasts (anarchists, I should say,) of "Vive la Clemenceau," "Vive la Rochefort," and "Vive la Boulanger" ringing in my ears, I pen the BICYCLING WORLD's first Continental letter by your travelling scribe. Paris, at the present moment, is in a wild state of speculation and excitement. A radical majority wishes to force President Grevy to resign, through the misdemeanors of his son-in-law, Mr. Wilson, who, under cover of a responsible governmental position, abused the trust by selling coveted decorative orders representing "honors." Republicans are supposed to scorn, when offered by a monarch. The faction, headed by clever M. Clemenceau, won't take the reins of government unless M. Grevy resigns, so at present, the much-used and thread-bare "crisis" and dead-lock prevails. What have politics to do with cycling, anyhow? Excuse me, Mr. Editor and readers.

LEAVING London on Tuesday morning (after closing the American team's two weeks' tenancy of the Royal Agricultural Hall) I boarded the London Chatham and Dover express at Holborn Viaduct, and in two hours found myself standing at Dover, looking towards Calais and France. Boarding the "Empress," a boat much resembling American lake and canal steamers, in two more hours (after a successful but desperate effort to escape sea-sickness, on account of the roughness) we landed at Calais. The inevitable French soldier saluted, and a collector tore a leaf out of our "Cook's Excursion book." After dinner in the "Buffet" adjoining the depot, we boarded the rickety old French train and proceeded to the gayest city in the world. Having written M. Dubois (the famous French flyer) and H. O. Duncan, the ex-champion and late manager of the European team, previously of my intended visit, I was glad to find M. Duncan on the platform in Paris when our train pulled up. Dubois had written a note of apology (in French), stating he was exceedingly sorry that a lame knee, received by a fall in London, preventing him leaving his bed, alone prevented his welcoming "le Americain" to Paris.

MR. DUNCAN ably filled the duty of guide and interpreter to Mr. Beardsley (of Buffalo Bill's Wild West, who accompanied me) and myself, the former in his "Wild West" costume creating much interest. After receiving comfortable quarters at an English-speaking house, and disposed of our first French meal with great gusto, we accompanied Mr. Duncan to the Folies-Bergere, a noted variety place of entertainment, and there had the pleasure (?) of seeing an old friend, D. J. Canary, perform, without his being aware of our presence.

THE Folies-Bergere is a very tony and handsome edifice, patronized by a good class of people, who pay about fifty cents, average, to see a first-class performance by good performers.

MEETING Canary after the show, while walking along the promenade which runs round the body of the theatre, he immediately recognized our party, and with a great deal of real (or unreal) enthusiasm greeted the BICYCLING WORLD correspondent. I have reason to feel "sore" at Canary. In 1884 I made him (or was the means of making him) his first match (for money) at a trick riding contest against Warren Wood of Chicago, which Canary won; in fact, the "match" was like finding two hundred and fifty dollars which he won. In 1885, again, Canary placed himself indebted to me at Springfield, the circumstances he knows too well. On my arrival in this country, knowing that I had a better artist than Canary, I duly wrote him a friendly letter, asking if he would care to make a match, and also wrote him, subsequently inquiring after his welfare. These letters Canary received, but was ingrate enough not to acknowledge either. Almost the first thing the once popular trick rider did, after the party, consisting of Beardsley, Duncan, Canary and your correspondent, had sat down to a table of refreshments, was to open a bitter trade against the modern successful trick riders, Maltby, Hurst, Temple, Wilmot, and others, and

charged them all with being "copyists," and that he originated "everything" appertaining to the business, and they have stolen his acts. That and a lot more talk, fit only for garrulous old women and broken-down pugilists to use. The truth is, in the march of progress, Canary has stood still, and the modern trick rider has kept pace with the times and attended to their business, and not soaked themselves with stimulants. If W. S. Maltby can't do more trick riding in five minutes than Canary can in a day, I'll go broke. Canary is a relic of the past. By the way, I inquired of the latter when he heard of Dr. Rust, of Meriden, last. The answer, to say the least, was not what I expected, considering the Doctor started Canary in the business, and made him what he was. I was sadly disappointed in the once popular American, who is going down the hill fast.

YESTERDAY we inspected the famous Palais de Industrie, or part of the main building of the 1880 World's Exposition. It is a grand edifice, and a track about five laps to the mile could be laid comfortably round it. Decorated superbly and expensively, it commands admiration. A stroll through the Champs-Elysee and boulevard, enlivened by the glances of pretty French girls (who seemed to take immense pleasure in Beardsley's costume), completed our day's pleasure and business.

TO-DAY we visited the famous Hippodrome building, and found a track of six laps could be laid therein. A magnificent building, well seated with raised, handsomely furnished seats, and lighted by electricity, and the best stable accommodations and general apartments it has ever been my lot to see. The obliging French "Commissioner" (attendant), in pantomime language, explained to us the best way he could show all the workings of the establishment. Having paid two francs (forty cents) for one cab for the hour, and wishing to use the sixty minutes, we drove back through the Elysee—what a heavenly place that must be in summer—and pulled up at 16 Rue Halevy, Rudge & Co.'s splendid French depot, which is directly opposite Boulevard Hassan, and near the centre of Paris. One of the most handsome bicycle depots in the world, I should say, is Rudge's French depot.

HERE we met Mr. Duncan, with whom we called on the New York Herald, and talked with Mr. Bishop, the sporting editor of the New York Herald (Paris), daily edition.

REGISTERING in the visitor's book, we proceeded to call on several people, winding up by taking another French dinner (six o'clock), and tackled snails as a diet and supposed luxury for the first time. Duncan tells me the snails (of the hot-house pattern) are reared in luxury and fed on fine leaves, and when in "condition," prepared for the French epicures. It seems these are roasted and served with a kind of parsley sauce. To my idea they taste like pan-roast oysters, and are not bad at that. For two francs they give you several courses and a pint bottle of good table wine, and everybody drinks wine in Paris; you can have your choice between white and red. It seems to be almost non-alcoholic, as they drink it like so much water. I like the French cooking, and thoroughly enjoy French "feeding." The waiters are polite, and think very much of a fifty centime (ten cent) tip.

FRED DE CIVRY, the energetic French manager for Rudge & Co., is away for a few days at Coventry, and two deputies run the agency in the manager's absence.

WE attended a circus to-night, and a most novel pantomime closed a brilliant show. The centre or ring, where the clowns sing, horses and acrobats disport themselves (the surface being a huge mat instead of sawdust), was moved, and the centre dropped by machinery ten feet, disclosing a large pond, which by boats, floating islands and other devices looked like a lake. The lake was soon alive with boats, and a half-dozen girls, in regulation bathing costumes, plunged into the water, disporting themselves like a lot of fish. The natatorial exercise was varied by fancy swimming—and if the very ordinary looks of the girls are put aside—the rest of the performance was clever. After a time in the pond they were made to walk alone a round pole, on the end of which a flag was attached, and the idea was to capture this flag. Several fell off, but a large, coarse-looking female (whose weight I should think was in the two hundred) caught it and fell with a water-wheel crack into the liquid depths below. The French patronize places of amusement well, and are given good value for their money.

THE streets seem well adapted for cycling, but very few cyclists have been seen on the streets the past few days.

You can buy the New York Clipper, Police Gazette, Police News and other papers on the news stands, and the New York Herald (Paris edition), which is a luxury.

My visit here is for a little recreation and business. The former I am having; the latter—well, we shall see.

THE "World's Athletic Carnival," promoted by the American team, was, according to the London dailies, the greatest treat in athletics ever seen in an enclosed building—although the attendance, principally through bad weather, was not, and could not be expected to be up to the standard of the enormous week of "Horse vs. Bicycle."

THE next venture of the American team is the six-day international bicycle race at Newcastle-on-Tyne, week of December 5 to 10. Birmingham (Bingley Hall), Christmas week, cowboys vs. bicyclists. Edinburgh, some time in February, six days, bicyclists vs. cowboys, and Royal Agricultural Hall, London, March 12 to 17, programme yet to be announced. Temple and Maltby in the meantime fill in dates with clubs and on their own hook in halls.

WOODSIDE has met with a serious blow in the death of his respected father. Our partner has the sympathy of a wide circle of friends. He is at present at home, and his future is undecided.

Ernest Shipton comes out in this week's *Wheeling* with a boyish and silly letter about "American slang" in my "irresponsible" letters to the BICYCLING WORLD. I reply in next week's about a certain "irresponsible" and clumsy forgery referred to by a Judge in a little court-room episode some time ago.

Paris, Nov. 24, 1887.

THE *Pittsburg Press* came out the other evening with a cut of a "newspaper header," to which was appended a few verses by Coleman, the child poet, on whose shoulders has fallen the mantle of

"DUQUESNE."

Chatterton. This is the last wail of a broken heart. Mr. Coleman's long hair is typical of his poetical tendencies, albeit some people attribute his flowing locks to anarchistic ideas, which are said to flit through his brain. Gentle reader, please brace yourself, for here it is:

A wheelman of the "Keystones" lay bleeding on the plank;
There was cause for gentle pity at the capers of his crank;
But a comrade stood beside him, as his life's blood ebbed away,
And bent with pitying glances, to hear what he might say.
The wounded cyclist faltered, as he took his comrade's hand
And said, "I ne'er shall reach that dear congenial land.
Take a message and a token to a maiden friend of mine;
For I was bound for Wexford—dear Wexford of its kind.

Tell her papa and her mamma, when they meet and gather 'round
To hear my mournful story, in the pleasant, shaded ground,
That we rode ten miles, till darkness our pathway filled with snares;
And descending the hill at Pine creek, I was taken unawares,
And midst my gay companions were veterans tough as steel,
With great scars on their manly breasts—indentations of their wheel;

But some were young and reckless, too fresh to stay behind,
And one was bound for Wexford—fair Wexford of its kind.

Tell her mamma that some other chump must court her daughter dear,
For I am going to cheese it now; I've got enough, I fear.

Tell her sister not to weep for me, and sadly pull the bell,
For though I made her very tired, her sister thought me swell.
Tell her, too, these puny limbs, which drove that heavy "trike,"
And gave her such a dizzy ride wherever she did like,
Have done their duty like—alas! this sadly-mangled frame,
Wrecked by this fiery steed of steel, unfeeling and untame;
But still, despite his temper wild, full many a one you'll find
On Sundap down at Wexford—good Wexford of its kind.

Tell this dear one, when you see her, that last night as I slept,
I dreamed that in my stocking feet, I down to see her crept;
I saw the old plank wind along, and heard, or seemed to hear,
The chestnuts on the organ, that her mother plays by ear;
And down the planks to Harmony, and up to Pine Creek Hill,
They echoed in their coldness, through the evening calm and still;
And to my heart I pressed her—alas! 'twas in my mind,
For I was far from Wexford—sweet Wexford of its kind."

His voice grew hoarse and feeble—his lips most deathly pale;
He groaned, and faintly, feebly gasped: "A glass of ginger ale!"
His comrade could not help him—a temperance man was he;
And a look so sad o'erspread his face, 'twas pitiful to see.
"Alas! dear friend," he faltered, "no ginger ale have I;
But here's some crystal water, at the roadside running by."
A gurgling groan the cyclist gave; and gasped, in frenzy blind:
"There's lots of ale at Wexford—dry Wexford of its kind."

AM very glad to find out that my epitaph on George D. Gideon as a wheelman was a little previous. He merely gives up his club and ordinary, but will continue to ride his tandem and safety. I am under obligations to "Phaeto," in *Bulletin*, for the correction.

THE venerable (?) E. R. Shipton has decided that tangent spokes are too rigid, and that the direct spokes are the proper caper because of their elasticity. The true tangent spoke shakes him up so much when away from his "offices," that it renders riding uncomfortable. Why doesn't he buy an American saddle, or else try rubber tubing for spokes? Is it true that the Englishmen can't make a comfortable saddle? If they can't, they should appoint a committee to invent one. We would suggest that they simply continue the committee that after years of study evolved that unique C. T. C. badge. I'll wager that they could invent a good saddle—or steal one.

"KEystone" in the *Wheel* says: "The correspondent of a Boston paper, writing from this 'vicinity' seems greatly exercised over the claim of the Banker brothers for their 116-mile run. The claim did not embrace the earth, nor yet a fence, cut they do say no one else has ridden so much over the same roads in so short a time, and credit is desired for that alone." I would respectfully ask if I denied them credit for it? To the best of my knowledge, I gave them credit for it, and also for monumental nerve for howling for record on such a performance. Allow me to ask "Keystone" upon honor, whether or no he would have made such a claim for such a performance, had he been along on what the *Post* calls, the "alleged (?) run?"

"GENTLEMAN JOHN:"

AT LARGE.

ED SAVAGE and J. R. Stockdale, the well-known bicyclists, have gone to New Mexico to escape the rigors of a winter in the Northwest. They may return with "the flowers that bloom" in Minnesota, about the middle of August, when the thaw generally sets in. Stockdale borrowed my "road hog's terror," an enlarged edition of Samuel Colt, 22 inches long by actual measurement, and painfully accurate. Jim may yet distinguish himself, as there used to be, and I suppose even now the "woods are full" of Apache and Navajo Indians, who have a horrible penchant for shooting at "white folks" from behind a sage bush or fallen tree. Savage had better keep his face clean and his hair cut or the festive Stockdale may make a fatal mistake and take Savage for a Navajo.

"THANKSGIVING DAY," with its turkey and sore-head accompaniments, passed off very quietly with me. I passed it in St. Paul. Had I passed it in Minneapolis I might not have been so very sober; but when one is among a lot of people whose heart-blood temperature goes down with their thermometer, which sometimes indicates 50 degrees below zero (Ah, there, Kennedy-Child; I may have been wrong on world bicycle record statistics, but I've got you here, so don't write any polite letters of correction), there is but little temptation to drink the health of a community with which you have no common sympathies. The South may be poverty stricken in certain localities; it may be hot-headed and at times quarrelsome, but a true Southerner is seldom a "dollar hunter," and is never utterly devoid of the milk of human kindness.

I AM very glad to see the "R. G. B." letter. As far as the insinuation of the "former correspondent of the WORLD," when he advised New Orleans to get "full-grown men" to represent them in the correspondence in the wheeling papers, I have only to say that I hope New Orleans will always be as well represented both in the wheel press and on the amateur race track. I am afraid that the "former correspondent of the WORLD," whoever he may be (though he may have considerable age), is apparently sadly ignorant or unappreciative of the brains or cycling qualities of the little dark-eyed "R. G. B." There is an old adage about "no fool like an old fool," and there is, I believe, a certain amount of truth in the saying.

THERE are four inches of crisp snow here in St. Paul, and a thermometer at 15 degrees below zero and "still a coolin'." When you speak to a native he always says, "It's cool, ain't it?" When a native admits that it is cool, it is generally—cold. I'd like to have Ritchie Betts, from the land of shell roads and bananas, up here for a day or two, dressed in a seersucker suit and without an overcoat. I know it would please Ritchie. Of course it would.

WHEN you tell a St. Paul native that a bicycle costs \$135 he thinks that such a sum is a most extravagant price. "Just think," he would be apt to say, "that amount of money would make a first payment on a piece of suburban property." The population is wrapped body, soul and conscience in real estate values.

"GREAT head" that Tom Bumpus has got. His picture on page 59 of the BICYCLING WORLD of Nov. 25th is a good thing, and shows the way in which the "pure amateurs" and "measly profes-

sionals" (those terms are borrowed from the vocabulary of another) are developing themselves, much to the detriment of the calves and thighs upon which so much reliance was placed before lightning calculators and mathematicians began to invade the race tracks of the country to do up the poor athletes who ran a race on physical exertion and grit. I am desirous of seeing some decent rule in force which will drive those tacticians from the race track and leave the races to men with sand and a little muscle. Better time and more interest to the spectators might result.

I SEE that "Ratchet" again calls attention to an unanswered letter. I may be mistaken, but I think I answered the last letter I received from him. I would like "Ratchet" to repeat the questions, or the particular portion of the letter to which he looks with most interest for an answer. I shall be happy to receive it. I shall write him anyhow from London. My address is care C. T. C. Gazette, 139 Fleet street, London.

I NOTICE that Jack Keen is still in the ring. Poor Jack! He's been at it so long. I once rode one of his machines, a "Keen's Eclipse," a machine with *cowhorn* handle-bars (this was seven years ago.) Speaking of modern fads which were in use long ago, I rode an "Invincible" seven or eight years ago, which had something which resembled very closely the modern tangent spoke. It was laughed at in those days of course, but "he who laughs best laughs longest."

THERE is but one thing that puzzles me in connection with tangent spokes, and that is that Thomas Humber has refused to adopt them. I firmly believe in the tangent spoke, but why does one of the very foremost of cycle mechanics refuse to put the tangent spoke into the wheel that is famous the world over. Why? That's what I should like to know.

"GENTLEMAN JOHN" is very sorry that he will be unable to call on Messrs. Pourdrinier and Dean while he is East, as he made such bad calculations in regard to the time he would have at his disposal that he will not visit Boston. He will see both the gentlemen in the spring or early summer when he returns, however.

THE alleged performance of Mr. Wm. S. Mills, of Warren, R. I., of 4 3-4 miles in 12m. 30s., over a rough and sandy up-grade, is an especially fine one, and one over which he must feel very proud indeed. If the distance is quite correct, the time (2m. 36s. to the mile) is very fair, *very, very, very fair*. Of course, his well-known character as a truthful man will admit of no doubt on the subject; still, had the statement been made in my presence by a man of less character than Mr. Mills, I should inwardly (if not outwardly) have classed the claimer of such a performance with such old-time athletes as Ananias or the Baron Munchausen.

I SUPPOSE I am one of many, but it does make me tired to hear of a two-mile dash being run in 8m. 0 5-8s. This is *dashing* with a vengeance, or else the track at Shreveport, La., must be of the order that characterizes too many fairs, where ambitious citizens of the United States gambol in tights before village maidens, who never before witnessed a wheel contest, and go home tickled to death. (By the wheel contest, I mean.)

It is about time that Joseph Pennell was making a drawing of the church window in Stoke Poges, and writing a little "Pilgrimage to Stoke Poges, and our Reasons for Believing the Window is a Fake of ye Harry Corey to Advertise his Rover Safetie," in cloth, fifty cents; morocco, one dollar. For sale by D. D. & Co.

WHERE is Karl Kron? Is he writing some more "white flannel and nickel plate," or is he recovering from his pen paralysis? Poor Karl, I fear the wheelmen are not as loyal to you as they should have been. Your book was a good one, if that prince of critics (?), the Lord High Extinguisher, G. L. Hillier, did, in his utmost soul, imagine he could have done better. Poor George.

THE cold snap which we have had since Thanksgiving Day, has about knocked the bottom out of cycling, as far as general riding is concerned, and a large number of wheels have been packed away for the season. Some of the "old

reliables," however, still take an occasional "bracer," but usually on a road where they can make frequent stops for *soda*, or some other warming mixture. That the season has been dull, as far as Newark is concerned, cannot be denied. But we can console ourselves with the reflection that Springfield, Lynn and Hartford have also been sleeping. The only hope for a better season's sport in 1888, is the great and only "Senator," and if the "Senator" has a spark of patriotism left, he will come to our relief "with the flowers that bloom in the spring, tra la la," and bring along his great American-

European team of trained animiles, and whoop 'em fo' suah. With the "Senator's" well-known ability as a manager, re-inforced by what he has learned from Bison Wilhelm, he should be able to make Rome howl.

"THE next thing to owning a wheel, is to borrow your neighbor's."

THE Manhattan of New York were booked for a paper chase through the Oranges to-day (Dec. 4).

I HAVE read that "a man, who breaks his word, bids others be false to him." How about the man that suddenly brakes his machine on a steep coast?

THE Passaic County and Elizabeth Wheelmen, Plainfield Bicycle Club, Ilderan Bicycle Club of Bayonne, New Jersey Wheelmen, and Scotch Plains Bicycle Club were represented at the house warming of the Long Island Wheelmen on Thanksgiving eve, and they say the treatment they received was "simply immense."

THE members of the Camden Wheelmen do not propose to let the long winter evenings pass, without getting a little enjoyment out of them. On Wednesday evening, 30 November, a progressive euchre party was held in their well-appointed rooms, and, judging from the accounts in the local press, they had a first-class time. To-morrow night (Dec. 5) they will start a pool tournament in their rooms, and as some of the finest amateur players in the town are members of the club, the games promise to be interesting.

SHE had passed sweet sixteen, though she was not in the habit of telling her friends how many laps she had made since. She was "oh, so fond" of riding on a tandem, and our old friend, "Fresh Hayseed," invited her to accompany him, a short time ago, on a trip through the Oranges. On the trip they passed a number of mulberry trees, and she remarked, "Mr. Hayseed, do you know that old quotation which says: 'with time and patience the mulberry leaf becomes a silk gown,' cannot be depended upon? A mulberry leaf has lain between the leaves of our family Bible for over thirty years, and not a member of our family has ever owned a 'silk gown.'" "Did you pluck the leaf from one of those trees we just passed?" asked F. H. The rest of the ride was somewhat like a "Quaker meeting," and F. H. can't understand why the young lady has since treated him so coldly.

OUR Thanksgiving Day road race was a great success; so was the "grand stand;" so was the weather; and the promoters of the event were supremely happy when fifteen out of the eighteen entries appeared for the start, and the "grand stand," consisting of

six coaches and the engine, with 300 or 400 spectators aboard, drew up at the starting point in time to witness the men sent off in the following order: Fred Machin, (handicap 5 minutes); E. A. Jonas, (4 1-2); R. McKenzie, E. M. Graham, (4 1-4); M. S. Graham, L. J. Frederic, R. A. Kirk, (4); J. W. Dodge, T. M. Hill, S. H. Plough, J. P. Phelan, (3); R. G. Betts, (2); C. B. Guillotte, A. M. Hill, Geo. E. Guedry, (scratch). Guedry had been allowed 40 seconds, but he declined it.

THE majority of the handicap men were never sighted, but the fight between Hill and Guillotte was a race itself, and one worth going miles to see; and the spectators aboard the speeding "grand stand," which kept even with the two in sight nearly the entire 5 1-2 miles, were frequently moved to cheers by their pretty work, though all the way, in fact, the train was the scene of continued, long, drawn out cheers, encouraging shouts, and, when a lagging handicap man was passed, of good-natured chaffing. The finish was in the following order, fifty or sixty yards separating Guillotte and Hill, with Guedry beaten off:

	Time.	Corrected Time.
1, M. S. Graham,	21.38 2-5	25.38 2-5
2, McKenzie,	21.58	26.13
3, Kirk,	22.58	26.58
4, Jonas,	23.01	27.31
5, E. M. Graham,	23.41 2-5	27.56 2-5
6, Dodge,	23.53 1-5	26.53 1-5
7, T. M. Hill,	24.15 3-5	27.15 3-5
8, Guillotte,	24.17	24.17

Betts, A. M. Hill, Frederic, Guedry, and the others coming in in the order named.

ONE of the timers at the finish became so "rattled," and got things so badly mixed, that it would not do to swear by the official record, even though the course was far from the best. A. M. Hill has several times ridden the course in 21 and 22 minutes, and states can-

COVENTRY MACHINISTS' CO., LIMITED.

On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, BEATING THE EXISTING RECORD FOR 10 MILES BY

One Minute 56 $\frac{2}{5}$ Seconds.

Covering the whole distance in

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Also 30 seconds faster than ordinary bicycle record.

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Our Little Flyer,

STILLMAN G. WHITTAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

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 Largest Manufacturers of Cycles and Sundries in America.

didly that he never rode so fast before as in the Thanksgiving Day race.

C. M. FAIRCHILD, of the Louisiana Cycling Club, expects to leave Sunday for a leisurely two days' tour to Plaquemine, La., 80 or 90 miles up the river. He also intends visiting Baton Rouge, and several other points, besides riding part of the way home. Several of his club mates will accompany him 25 or 30 miles of his journey, though, judging from the threatening aspect of the sky at this writing (Dec. 2), it will not be long before our beautiful (?) dirt roads will be transformed into beautiful bogs.

PRINCE WELLS, the clever, little trick and fancy rider, is filling an engagement in the museum here. The New Orleans Bicycle Club has called a run to Carrollton to-night (Dec. 2), after which they will take in Well's performance in a body.

RECORD OF THE WEEK.

WE had a pleasant call from Mr. Lane of Montreal last Saturday. We tried hard to inveigle the genial "Tommy" to stay over and join us at the Whitney dinner, but he assured us that "responsibilities" in the shape of wife and children required his presence at home by Sunday morning. Mr. Lane reports the close of a good bicycling season in his section of the Provinces, and looks forward to the visit of another party from the Boston Club during the carnival week. Mr. Lane is a large dealer in toboggan outfits, and anticipates a big business this coming winter.

THE Brookline Cycle Club will give a ball on the evening of January 18th.

THE horses ridden by Broncho Charley and Marve Beardsley have all been sold. There were some excellent nags among the lot.

THE Providence Journal has got hold of a paper called the *American Cyclist*. That is a paper we never heard of. Where is it published?

SENATOR MORGAN and Marve Beardsley, the latter in cow-boy costume, have been doing Paris. Read the Senator's interesting letter in this issue.

HARVARD and Yale are seriously discussing the advisability of confining their inter-collegiate contests to their respective colleges, so far as they are concerned.

As the time draws near for naming the next meeting place of the League, it becomes a pretty sure and evident fact that Baltimore, Md., will be the place selected.

MORGAN gave special medals to all the amateurs who took part during the six-day race at Aberdeen, Scotland. Morgan and his team are making a pot of money.

Now that wheeling for 1887 is over, the club men are turning their attention to the giddy toboggan, the treacherous snow shoe, and the soft arm chair of the club house.

AN exchange is responsible for the rumor that Jack Prince has given up the bicycle business, and gone into that final refuge of many *passé* sporting men, the saloon business.

WHY call it the "Safety craze?" It is not a "craze," because the safety has come to stay. It is not a "fad," because the rear driver has points of excellence that cannot be gainsaid.

EDITOR E. H. CORSON of the *Star Advocate* has been quite sick, hence his last paper was somewhat late in reaching us. He is, however, convalescing, and able to take hold once more.

MANAGER MORGAN gave an athletic carnival at Agricultural Hall, London, right after his great six-day horse vs. bicycle race. It was a great success, not only as an exhibition, but financially.

THE Camden, N. J., clubs are now talking of the advisability of not joining the League as clubs, but leaving to the individual choice of member as to whether they will join the national body or not.

MR. GARDEN, the representative of the Pope Mfg. Co. in Chicago, paid us a flying visit last Saturday. We regret that a previous engagement prevented him from joining us at the Whitney festivities.

A BICYCLE club has been formed in Jacksonville, Fla., officered by the following gentlemen: J. H. Crosby, President; W. N. Benedict, Secretary; L. A. Wilson, Captain; L. D. Hosmer, First Lieutenant.

ROWE will spend the winter months at his old trade of shoe-making, but we are told on good authority that he will show up on the path again next season, so as to be in shape for the coming of the foreigners.

THE *Bicycle South* is the latest cycle paper to bow itself out of existence. It has been bought by a "weekly sporting publication," the name of which, for some reason, is carefully suppressed. Wherein the necessity of this mystery?

THE Springfield Bicycle Club always does the right thing in the right way. A recent instance of this is where they tender the use of their club rooms to the Winthrop Club until such a time as the latter shall be able to secure quarters of their own.

HAPPY Ned Oliver is President of the new Lincoln Cycle Club of Chicago. This club started with a membership of some 40 odd, and now the roll contains a list of over 90 names! The "Lincolns" will be heard from on the road and path next season.

HAL GREENWOOD seems to think Sherman's four and a half times up Corey without a dismount no great shakes. Next time Hal comes to Boston he promises to climb the hill one dozen times without a dismount!! May we be there to see thee, brave Hal.

E. STANLEY HART & Co. of Philadelphia are printing the Massachusetts and Rhode Island road book. We are in receipt of some of the advance proof sheets. The book will be completed in January, and when out will be one of the most complete and reliable of the kind ever issued.

DR. W. G. BUDDINGTON, of New York, is a cyclist and a great admirer of Bermuda. He has visited that delightful island three times, and now proposes a fourth trip. He will be glad to communicate with any cyclist who would like to get away from the snow and cold weather of our Northern winter.

THE cyclists Howell and Woodsford have entered a protest claiming that the distance they were credited with during the recent great race between horses and cyclists at Agricultural Hall was 10 miles 346 yards short of the distance actually covered. The track is at once to be measured, and results will be given later.

THE Palais de l'Industrie at Paris will undoubtedly be the scene of a six-day race between Broncho Charley and Marve Beardsley on horses, and some two of the French long-distance cracks on bicycles. Senator Morgan will manage the affair. If the arrangements are completed the race will take place some time in February.

LYNN Bee says: "Some Eastern wheelmen laugh at the claim that no wheelman can make a mile in 2:20, says a Western paper. There are Eastern wheelmen who are willing to try it for a big purse." Well, yes, the thought does cause a smile to expand our mouth, but we shall be ready to give a good, loud guffaw when it is done.

THE Beaufort, N. C., people propose to give a fish, oyster and game fair Dec. 14, 15 and 16. We are sorry we cannot accept the invitation to be present and sample some of the products of the seas, rivers and forests of North Carolina, but we shall have to smack our lips afar off, and imagine the feast that will be set before the lucky ones, as the choicest of the exhibits will be reserved for the press.

CAPTAIN WHITNEY, of the Boston Club, has gone West, and if his investigations prove satisfactory, he will locate on a sheep ranch of 7000 acres, some 60 miles from Albuquerque, N. M. The club of which he has the honor to be Captain, and cycling interests generally, will miss the "little man," in case the location to be investigated proves all that fancy and the real estate agents have painted it.

THE "United Wheelmen" is the title of a new Kansas City, Mo., cycling club. The following are the officers: President, Dr. G. L. Henderson; Vice President, P. H. Kent; Secretary, J. W. Ebert; Treasurer, W. P. Gassard; Captain, Nelson T. Haynes; First Lieutenant, Harry Ashcroft; Second Lieutenant, R. M. Seibel; Quartermaster, J. A. De Tar; Color Bearer, R. B. Hall; Bugler, G. L. Henderson.

A. KENNEDY-CHILD and the Pope Mfg. Co. have severed connection. Though this gentleman was with the Columbia people but a short time, it was long enough for the versatile Child to become thoroughly ingratiated in the regard of his employers, and the esteem of their numerous agents. Mr. Child has taken hold of a certain patent article, out of which he hopes and believes he will grind a nice little sum of money. All his friends will join us in wishing him all the most sanguine nature can conceive in his new field of labor.

ANOTHER trick credited to Americans by *Bi. News*: "If the people who haunt the scene of the battle of Waterloo are to be believed, enough bullets have been picked up in the neighborhood to dispose of about half the inhabitants of the world—roughly speaking. Disbelieving people, however, say that manufacturing such things is far cheaper and easier than finding them. Some cute Americans

have taken the tip, and have been busy turning out 'relic bicycles,' which they pass off as the machine which Thomas Stevens pedalled round the world. An exhibition of such bicycles in a few years' time would be an interesting study." We scan our exchanges pretty closely, but we vow that *Bi. News* scores one on us there, as this item had escaped our eagle eye.

PERCY STONE lately astonished the members of the M. A. A. C. of Chicago, whose members gave a paper chase on foot. The route chosen was chiefly across country, and yet Percy with his bicycle got there first. The *Post-Dispatch* gives the story as follows: "Percy started a few minutes after the hares. Among them was Joe Murphy, the well-known runner. Percy claims to have followed the trail, either on his wheel or pushing it, through the brush, bogs and the roughest, wildest part of Forest Park, and gained steadily on the hares, catching Murphy some distance from the finish, and running past him on foot, pushing his wheel, Murphy being fagged out. When the hares dropped their bags they struck out for home over a good gravel road, which gave Stone an opportunity to mount, and by a spurt got in ahead of them. Stone's riding was a surprise to the speedy athletes, who had little idea that a bicyclist could stay with them when they left the road. The result did much to elevate the wheel in the opinions of the sporting men in and around the finish."

We take the following from the *Sporting Life*: "It is with much regret that we have to follow up our Monday's paragraph regarding the dangerous illness of Mr. W. Woodside, J. P., of Dunduan House, Coleraine, Ireland, with sad news of the gentleman's death, which occurred early on Monday morning, by our advices. The eldest son, well known to the cycling and athletic world, Mr. W. M. Woodside, of the American cycling team—left for Ireland on Sunday evening, after receiving a telegram from our office informing him of his father's condition. His partners, Messrs. Morgan and Temple, saw him off, and had to wire him *en route* of the melancholy news from home. He arrived in Coleraine on Monday evening. Some twenty years ago the firm of John Woodside and Co., Philadelphia, U.S.A. (formerly Woodside Brothers, of which Mr. John and William—the deceased—were active members), retired from their business as tea merchants, and owing to bad health of the latter the family removed by physician's advice to the North of Ireland—their present residence—having accumulated a competency. Mr. John Woodside died in crossing from India to Egypt while making a tour of pleasure round the world. Mr. William Woodside during his residence in the North of Ireland has taken a great interest in sport, especially coursing, and latterly cycling. The deceased gentleman was much respected, and a few years ago was appointed a local magistrate." We most heartily sympathize with Mr. W. M. Woodside in his bereavement. We can but speculate on the probable effect the sudden death will have on the celebrated cyclist's future, for as eldest son he must of course, assume new and important responsibilities.

"I HEARD somebody walk into my sanctum a few days ago, and when I found time to look up there stood Lindell Gordon and 'Pie' Parkhurst, who I thought were with Tom Reynolds, enjoying the delights of a winter in lovely Central America, for which far-away and tropical land they sailed some time in October, 'to make or break.' I am pained to learn that they suffered a serious disappointment from having unluckily gone at the wrong time. They landed shortly after the commencement of the rainy season, and after spending a few days at the port of Truxillo, started inland. As a special favor, some of the natives sold them horses at \$80 apiece and with their outfit they proceeded westward. As there is nothing in the shape of roads in that country except mule-paths, and the rain came down in bucketfuls, swelling every little stream into a torrent, it may be taken for granted that our friends found little comfort in travelling. The ticks and 'jiggers' made sad inroads on their bodies, not to mention the small animals common to warm climates. In fact, everything and everybody bit them as much as possible, and after arriving at Olanceito, a hundred miles from the coast, they concluded that discretion was the better part of valor and sadly turned back, instead of pushing on to Juticalpa, whose auriferous sands had been the incentive to leave home and friends. The rainy season would not be over before February or March, and while it continued no prospecting could be done. On their arrival at Truxillo, they were able to dispose of their horses, as another favor at a discount of \$30 each. Evidently, these three young men will not go back to Central America soon again, as they say no American with whom they talked is 'mashed' on the country. All the same, we have back among us three of the good old wheeling stand-bys, which is something for us to rejoice at, although it may seem like cold comfort to the wanderers themselves."—*Spectator*.

We are pleased to learn that Messrs. Ross and Butcher are progressing, though slowly, toward convalescence.

DINNER TO CAPTAIN WHITNEY.

CAPTAIN ELMER G. WHITNEY, of the Boston Bicycle Club, must have felt a very great amount of satisfaction at the large crowd that attended the complimentary dinner tendered him on the eve of his departure to the Territory of New Mexico. The seating capacity of the two lower floors of No. 36 St. James avenue was stretched to the utmost, in order to accommodate a fair proportion of those who wished to do the vanishing captain honor. The limit, forty-two men, was reached long before the hour of sitting down, and those who came late had to stand at the outer gate, and take their pleasure second hand. Steward Nottingham did himself proud, and a better *menu* was never presented in that club house. President Hodges drove in from his shooting box to be present, and only arrived as the dinner was well along, and as Mr. J. S. Dean, as chairman of the committee having in charge the arrangements, was presiding, the President insisted on the eloquent and versatile Dean retaining the position of honor, the duties of which, during the post prandial exercises, he discharged most acceptably.

The speeches were excellent; some pathetic, some humorous; but thanks to the stirring influence of the occasion, they were all good. Kennedy-Child, as usual, distinguished himself by making the speech of the evening, as he presented to Mr. Whitney a souvenir of the occasion, in the shape of a sketch by Mr. C. W. Reed, representing Mr. Whitney as he appeared before leaving Boston, and as he will appear retiring from the Territory. The pictures will long be remembered by those who saw them, and we must confess that our powers of description fail to do them justice, so we will dismiss the subject by saying that they were very "large, fine and elegant." It was well past midnight before the last man had taken "our bonny Captain" by the hand, and wished him God speed in the direction of his new field of labor. If Captain Whitney likes the looks of things down there he will locate at a point about sixty miles west of Albuquerque, New Mexico.

BUFFALO BICYCLE CLUB.

THE latest addition to the now numerous and luxurious cycle club houses of the United States is that lately built by the Buffalo Bicycle Club. We take from an exchange a description of this beautiful house, prefixing it with a short history of the club. The Buffalo Bicycle Club was formed in 1879, and in January, 1885, was incorporated under the laws of the State, with a board of seven trustees. At present the membership numbers 103 active, and 11 honorary members, officered for the current year as follows: President, Charles P. Churchill; Vice President, George Dakin; Secretary, A. C. Richardson; Treasurer, Charles W. Adams; Attorney, Albert C. Spann; Captain, Robert C. Chapin. Trustees, these officers and the following members—W. S. Bull, Charles S. Butler, Clifford G. Gething, George H. Courter, Charles F. Hotchkiss, R. B. Hoffman, Willis K. Jackson, Otto W. Volger. The recent resignation of Mr. J. B. Newman leaves a vacancy in the Board, which will be filled in December.

One of the by-laws forbids the use of any kind of alcoholic beverages in the club house.

The idea of building a club house has been a favorite one for some time past, but in March last it was put in definite action by Mr. John B. Newman, the treasurer, who, to the great regret of his fellow-members, has just resigned that office in order to make a voyage to Europe. Mr. Newman made careful estimates, showing that it would, in a term of years, cost the club much less to build and maintain a house of its own, than to rent, and keep moving once in a year or two. A special meeting of the club was held to consider the project, which was heartily sanctioned. A subscription list was started, and soon amounted to nearly \$2,000. With encouraging prospects ahead, the trustees went to work in earnest. The lot at No. 132 College street was purchased and paid for, and a loan secured for the purpose of erecting a house. Mr. F. W. Caulkins was appointed the architect, and the erection of the house was placed under the supervision of a committee of the trustees, consisting of Messrs. Charles P. Churchill, John B. Newman, Albert C. Spann, Charles S. Butler, and W. S. Bull. These gentlemen have devoted much time and thought to the matter, and the outcome of their labors is certain to prove satisfactory to the club. The contract for building was awarded to Mr. C. S. Chapin.

The house as completed is 115 feet by 24, and contains on the lower floor a vestibule, hall, drawing-room, janitor's kitchen, a spacious locker and bath-room, and the gymnasium. This latter is the grand feature of the building, and is placed in rear of the main structure. It is of ample dimensions, 50 by 23 feet, and 24 in height, and when supplied with apparatus will prove exceedingly attractive. The business meetings of the club and all receptions, entertainments, etc., will be held in it. The bath and locker-room adjoins it, and will be furnished with wash basins, shower and tub baths and other

necessary conveniences. A cemented cellar extends under the whole front part of the house, and it is easily accessible from the outside, so that the members' machine may be stored in it, if necessary.

A staircase in the front hall leads to the second story. In this are found a large and well-lighted front room occupying the entire width of the house, four card rooms, one of which will be used as a ladies' reception room, and will contain a lavatory and other conveniences, and two rooms for the use of the janitor. The janitor's apartments are separate from the rest of the club house, having a side entrance and stairway of their own. The attic or upper part of the house will be finished, and used as a billiard and pool room. The house is heated by a furnace, but has several open fire-places, and is supplied with electric bells. There is a spacious veranda in front, which will add greatly to the comfort and convenience of the members during the summer months.

The initiation fee is \$5, and the annual dues are \$12. The club joined the League of American Wheelmen in 1884, and has always been very influential in that body. Of its members, Messrs. Appleby, Butler, W. S. Bull, and J. R. Williams are representatives, and Mr. Bull is Vice Consul of the State of New York. The chief consul, Mr. George R. Bidwell, is also an honorary member of this club.



A TOUR TO THE TWIN CITIES.

Editor Bicycling World: SEVERAL wheelman, including myself, intend taking a trip to St. Paul and Minneapolis during May or June of next season (1888). We will probably not be gone over 30 days, but will take in all points of interests on the route, and the trip promises to be a success so far; starting point in the neighborhood of Mattoon, Ills. All wheelman of amateur standing who would feel interested can receive further information in regard to the proposed tour by addressing me.

Very Respectfully,

J. H. ZUMSTEIN, Windsor, Ill.

L. A. W. No. 17019.

GENTLEMAN JOHN ACCEPTS COLIE BELL'S CHALLENGE.

Editor Bicycling World: I see by your issue of Dec. 2 that Colie Bell, of Minneapolis (not unknown to fame), has, as he remarks, noticed my little break about wishing get at some of the "coffee mill" men at any distance from 5 to 25 miles. Bully for Colie. He noticed it. Good enough. Ha! ha! He suggests that instead of racing upon the classic grades of Clarksville or Crawfordsville that I meet him at Minneapolis on the Lake Harriet Boulevard. "If Providence is willing and the creek goes down" (this is merely a provincialism, and may be construed to mean very much or very little), I shall meet the genial Colie on ye Harriet Boulevard some time next spring, after I return from the "Continent." Mr. Colie Bell wishes to know the reason, wishes me to show cause why, I sent my challenge to the Eastern cycling papers and not to the *Minneapolis Tribune*. Simply because I had no desire to do otherwise. As Mr. Colie may be, and doubtless is aware, the *Minneapolis Tribune* is not the only paper on earth. When I penned the alleged challenge I did not think that poor brother Colie would feel hurt. I was answering, I think, some of "Ratchet's" writings in the *Bicycling World*, in which I thought I saw something like this: "Why do the crank men not toe the scratch with the 'coffee mill' men who have challenged them for a race under certain conditions." Merely this and nothing more. Mr. Bell says he feels confident that a race with him will be "interesting."

Doubtless, Mr. Bell, doubtless. He also speaks thus wise: "Probably the reason that he" (that is I) "does not fear the 'coffee mill' men is because he never could get close enough to them." Mr. Bell can, with a little mental effort, recall several instances when I got very close to them, very close indeed. Should I return

to Minnesota in the spring, Colie Bell can trot out his "coffee-mill" and I shall ride a "clean cut" crank bicycle. We shall race for a medal, distance 25 miles, the winner to take the same, and both parties to pay an equal amount toward the price of the medal. Shake on that, Colie, but do not write any more carelessly-worded letters upon the subject of my pronounced distaste to all vehicles of the "coffee-mill" variety, be they fast or slow. By the way, I owe your brother, Grant, \$5, which shall be paid as soon as I reach the other side. By-by, Colie, by-by. "GENTLEMAN JOHN."

"CHESTNUTS" IN LITTLE FUR COATS, WITH FROST ENOUGH TO OPEN THE BURRS. WILL THEY OPEN?

Editor Bicycling World: Two years ago when I waged war on the amateur rule, and urged that the League drop racing altogether, as being of the greatest benefit to the largest number of wheelmen (and the League in particular), I did it with the best of intentions. First, because it had always caused the League more or less trouble, and second, because it is best that those men who believe in racing should control the same. A searching inquiry among a number of League members reveals the fact that not one in five care a fig for racing, that is, as far as controlling same. Yet we find the League as a whole acting the part of the dog in the manger. Why not let the League drop the amateur definition as regards eligibility to membership, and then strike all rules that relate to racing from its laws, then we will have an organization that can devote its energies to the stern duties that are expected of it. At the time, many thought I had gone wild over it, when in reality I was only trying to saving the wheelmen of this country more money than the League has had or spent during its brief existence. Such is a plain statement, and the worst of it is it is a cold fact, and as events have turned out there are many wheelmen, who now realize the truth of what I prophesied would transpire if the League continued on its course. Let us go back and see what I said two years ago. By referring to back numbers of the wheel press, it will be seen that I said "that in less than three years every club that was putting money in tracks would lose their all." To say nothing, there would be a lack of interest on the part of the dear public in the doings of the wheel world. Well, I ask, has it not all come to pass? and the echo answers in a loud tone "YES;" for all of which many are sorry. Let us look the matter square in the face, and let us see what the amateur farce has cost us in the past year, and then let us ponder over the result, and see if the game is worth the candle.

To begin with, we find the famous Springfield track, that cost nearly \$6,500, gone to pieces and ruin; then there is the Lynn track, on which all is lost, \$10,000; the Roseville track lost \$10,000; the Cleveland track, costing \$4,000, and they lost \$700; and I can name a number of small losses. Then there are the dealers, who spent about \$15,000 this year, in the vain hope that if foreign racing men should visit our shores, that they would be able to uphold the honor of the country. They are small estimates, yet they show how the wind is blowing; to put them in shape, to be easily seen, I place them in table form:

Springfield loses	-	-	-	-	-	\$6,500
Lynn loses	-	-	-	-	-	10,000
Roseville loses	-	-	-	-	-	10,000
Cleveland loses	-	-	-	-	-	4,000
Dealers lose	-	-	-	-	-	15,000

Total, - - - - - \$45,500

In face of the above, how long are the wheelmen of this free and independent country going to put up with this? Now, on behalf of those clubs and associations that have put their money into this, the most fascinating sport, I ask a halt and a change. Give us a change, and we will see racing in this country the coming season that will open the eyes of the world, and when, as I know, that for the coming season that we will have a visit from the best talent that the old world produces, Englishmen, Frenchmen, Germans, and Irishmen, it is an easy matter to imagine what sport we will enjoy. Then, again, this is the only time in the history of bicycling in this country that we have had men who can hold the ground with the best of them, and I think it safe in saying that we shall take the largest list of first prizes in the contests. What say you wheelmen? Shall we have them or not? They stand ready to pay us a visit, and it now lays with you to say if they shall come. The plans are completed, and we are ready to go ahead, if you will only modify your rules to agree with common sense. As I have said before, down with the amateur rule, and let us drop the old-time and foggy idea, and adopt ideas that are both progressive and in accordance with the times.

HENRY E. DUCKER.

Buffalo, N. Y., Nov. 25, 1887.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

'Tis a bicycle man, o'er his broken wheel
That grieveth himself full sore;
For the joy of its newness his heart shall feel,
Alack and alas! no more.

When the bright sun tippeth the hills with gold,
That rider upriseth gay,
And, with hat all be-ribboned and heart that is bold,
Pursueth his jaunty way.

He gazeth at folks in the lowly crowd
With a most superiour air;
He thinketh ha! ha! and he smileth aloud
As he masheth the maiden fair.

Oh, he masheth her much in his nice, new clothes,
Nor seeth the cheerful pup,
Till he roots up the road with his proud, proud nose,
While the little wheel tilteth up.

Oh, that youth on his knees—though he doth not pray—
Is a pitiful sight to see;
For his pants in their uttermost parts gave way,
While merrily laugheth she.

And that bicycle man in his heart doth feel
That the worst of unsanctified jokes,
Is the small dog that sniffeth anon at his wheel,
But getteth mixed up in the spokes.

—Omaha Chronicle.

GORMULLY & JEFFERY will increase the variety of their products next season, and with their usual determination to keep even with the times, they will build a Rover type safety, the model of which is almost ready. They will also get out a home trainer. The novelties will receive due attention and illustration as soon as we can get cuts and facts. This firm are making heavy shipments of their new two-track, open-front tandems and tricycles.

"WHAT is sauce for the goose is sauce for the gander," so Percy Stone thinks, and therefore reasons, that if Kluge has been re-instated why he ought to be. Not that he loves the League more, but that he is deuced anxious to retain his membership in the Missouri Club, and the problem he has to face is, *Not in the League, not in the Missouri Club*. Speaking of his proposed race with Whittaker, Stone is reported as saying: "If I should be re-instated there might be an arrangement made with the Racing Board by which we could race, the money going to some charitable institution, so as to remove the professionalizing effect of money getting."

The Pope Mfg. Co. will soon perfect the models for their new tricycle and rear driving safety, and just as soon as the important details have been decided on we shall take pleasure in giving details. The tricycle will contain many novelties in the way of construction and detail, and the safety will contain all the good points of the most favorably known makes of this type, and a number of special improvements of their own invention.

"BROTHER TOM says bicycle riding is splendid exercise for the calves. Grandma says it may be, but she can't for the life of her see how you would get them to stay on."—*Harper's Bazaar*.

The Overman Wheel Co. placed before the riding public last season (1887) a full line of the different machines, ordinary, safety and tricycle. Great care was taken in the models before the machines themselves were placed on the market. Experiments, the most exhaustive, were made, so that, practically, their machines were first proven and then offered. What slight changes, if any, that are to be made in the 1888 machines will be duly chronicled in these pages, as heretofore.

"MR. W. J. MORGAN, of the American cycle team, who closed his successful two weeks' London engagement on Saturday, left London for Paris yesterday, in order to inspect a building in the French metropolis for an international bicycle contest. He will examine the famous Hippodrome building and other large edifices. Proceeding to Vienna to arrange some business there for next year, he will return to Newcastle to look after the six-day contest there. Mr. Morgan will be H. O. Duncan's guest in Paris."—Paris edition of the New York Herald.

GEORGE HENDEE is making a record for himself in the more serious part of the cycle business. He is now down South, and is cutting a wide swath for the Springfield Roadster people, and whose machines are taking like forty among those who desire safety and a high wheel at the same time.

S. T. CLARK & Co., of Baltimore, will continue to swing those sterling patterns of wheels, the Rapid and the Quadrant. We have taken considerable pride in the success of the last-named machine, as we have always held the Quadrant large front steerer up as *par excellence*, the correct type of machine. In due time we shall give the announcement as to what (if anything) there is to be new in the Rapid or Quadrant of 1888.

"HATERS of bicycles, tricycles, and everything else that is trundled along the Queen's highway by one-man power—they are generally the owners of badly broken horses—should ponder the narrative of an exploit which was performed the other day by certain Surrey cyclists. In one of their excursions, these gentlemen arrived at a certain point in time to seize a man who had recklessly driven his trap into the Beckenham mail cart, killing the horse and upsetting the vehicle. While one of the cyclists pursued and captured the offender, the others took the trouble to carry the mails to their destination, for all of which service they have received the thanks of the postmaster general. Their appreciation of this acknowledgement will not be lessened by the reflection that while they were performing a public service they were at the same time avenging the wrongs of the whole cycling race upon, at least, one reckless trap driver."—*Court Journal*.

REPRESENTATIVES from the Singer Co. are expected in this country during the next few weeks, with a view of making the usual arrangements preparatory for the coming season. These machines (the Apollos), through the combined influence of the energy of Messrs. W. B. Everett & Co. and the excellence of the cycles themselves, are now so well and favorably known all over the country, that there is no doubt but that the season will be a continuance of that already past, and that the Singer products will get the full share of patronage they most decidedly deserve.

A BICYCLE thief was recently caught, or rather, surrendered himself to the Providence police authorities. His name is W. H. Begg, and he is only 19 years old. He acknowledged having stolen a bicycle from Geo. A. Millett of Salem. Begg took the machine to Nashua, N. H., and gave it to a hotel keeper for a month's board. Millett has taken steps to recover the bicycle.

THE Overman factory at Chicopee is fast approaching completion, and when done it will be one of the most complete of its size in the world. Its capacity for the next season will by no means be sufficient to supply all the machines this company will manufacture, but it will be enlarged as fast as convenience will admit.

"A TRICYCLE with sails is the latest novelty which Italy has imported to our shores (England). On a breezy afternoon, with a few level miles of country before a man and a comfortable mainsail to his craft, nothing could be more delightful than to spin along in this novel little vessel. Any danger of a gust puffing the "trike" over is obviated by a bit of mechanism which instantaneously releases the sails, and prevents anything like a catastrophe in this way." So says the *Sportsman*.

THE Coventry Machinist's Co. closed the past season with a fine crop of records to the credit of their machines, which none finer are made.

RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

- No. 371,911. Bearing for velocipedes, Wm. T. Andrews, Wiliamsport, Pa.
- No. 372,031. Tricycle, Henry La Casse, Auburn, N. Y.
- No. 372,106. Tricycle, Frank J. Bayer, Du Bois, Pa., assignor to Edward Lease, same place.
- No. 372,428. Velocipede, James O'Brien, New York, N. Y. A bicycle.
- No. 372,429. Tricycle, Thomas O'Brien, New York, N. Y.
- No. 372,736. Screen for velocipedes, Emerson Ames, Washington, D. C. A guard attachment, particularly adapted to tricycles.
- No. 372,994. Velocipede saddle, Curtis H. Beeder, assignor to Pope Mfg. Co., Portland, Me.
- No. 373,028. Bicycle, Frank D. Randolph, Plainfield, N. J., assignor of one-half to Robert Goeton, same place. Relates to the head and spindle.
- No. 373,282. Tricycle, Hermanus T. Frie, Curacao, West Indies. Embodies a rocking chair, which propels the machine by means of suitable gear, operated by the downward movement of said rocking chair.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

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AROUND DRUID LAKE, BALTIMORE,

Competed for by teams of 5 men each from the Maryland Bicycle Club, the Baltimore Cycle Club and Rambler Cycle Club, all of Baltimore,

Won by the Maryland Bicycle Club Team,

ALL BUT ONE OF WHOM RODE

New Rapid Bicycles.

POSITION AT FINISH:

	TIME.
1, H. L. Kingsland, Rapid Light Roadster, - -	30.44
2, Richard Whittingham, Rapid Light Roadster, - -	31.03 1-5
3, Walter Grescom, Rapid Roadster, - - -	31.03 2-5
5, J. Kemp Bartlett, Jr., Rapid Roadster.	
8, E. F. Le Cato, Rapid Light Roadster.	
13, S. H. Shriver---fell---Victor Roadster.	

THE FIRST MAN IN WAS

H. L. Kingsland, Rambler Cycle Club, riding a

NEW RAPID LIGHT ROADSTER

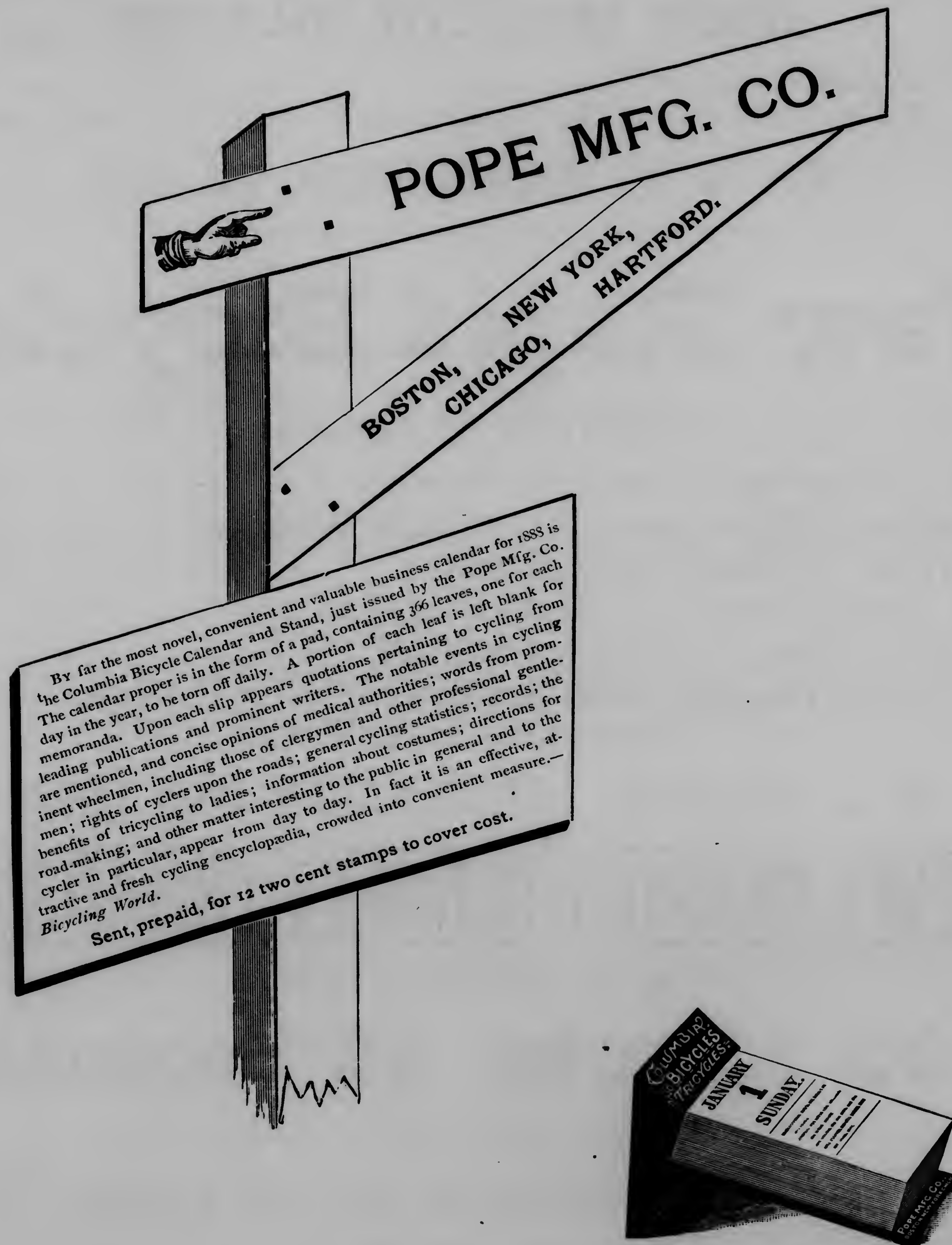
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Volume XVI.
Number 7.

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Iowa.—S. B. Wright, Oscaloosa.

Wyoming Territory.—C. P. Wassung, West Springs.

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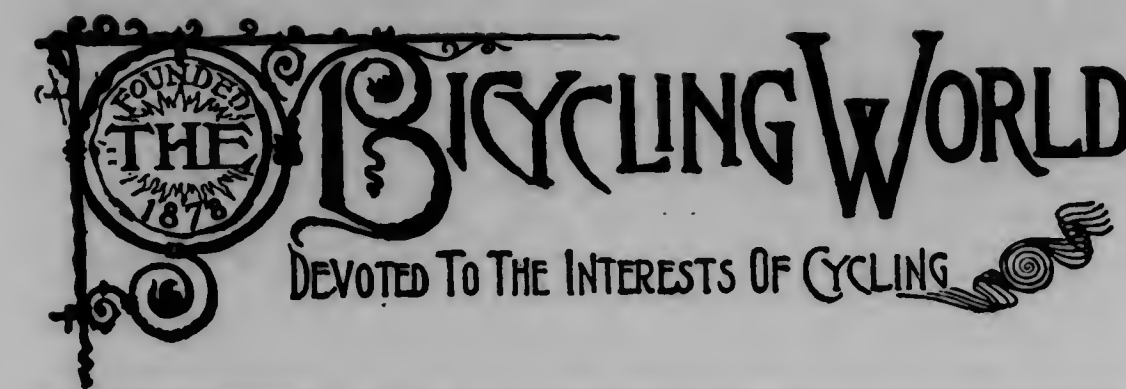
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C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 16 DECEMBER, 1887.

MR. BASSETT in *Bulletin* says that he is tired of the cry that the League does nothing, and then he proceeds to point out the advantages, all of which have substantial existence, but when Mr. Bassett takes the position he does in regard to the *Bulletin*, in relation to the independent press, we find that Mr. Bassett, editor of the *World*, and Mr. Bassett, Secretary-Editor of the League, hold very different views. We would suggest to the gentleman that he examine his jewel case and see if he cannot find the one named consistency tucked away, forgotten, perchance, in some small corner.

"A MATHEMATICAL athlete has discovered that it takes as much exertion to walk three miles, as it does to ride fifteen miles over a good road on a bicycle." It is such extravagant statements as this that do cycling positive harm. The would-be cyclist reads the above statement, walks three miles, says "how easy," buys a bicycle, takes his first ride of five to ten miles on the road, feels lame, sore and a physical wreck; curses the idiot who made such an absurd statement, condemns cycling generally, and, the chances are, abandons riding before he gets into it at all, because he took as gospel truth, a fabulous story of an athletic mathematician. The cold fact is, that after a little practice a man can easily double his ability to cover the ground with the aid of a bicycle, and what more can we ask? Bicycling has enough advantages over other kinds of locomotion, without these silly soarings into the realms of fancy and misleading imaginations.

WHEN we make a mistake we always appreciate that the only proper thing to do is to acknowledge it, and when an apology is due to make it. We were wrong in charging *Bicycling News* with intentionally misquoting Mr. Loudon when he is reported as saying that "American-made machines were only found in the South and West and in Mexico." Mr. Loudon, it appears, did use these words, and we therefore make our apologies to *Bi. News* for our words of disbelief, and in thus making the *amende honorable* as far as in our power so to do, we would suggest that *Bicycling News* take the hint as to what is expected in such cases, and apologize to us for past words that have from time to time appeared in that sheet, reflecting on us. The most recent of these delicate attentions was that, after having read the *World's* account of why Rowe did not go to England, the editor of *Bi. News* calmly said that "now Harry Corey is in England, we shall hope to get at the truth as to why Rowe did not come," or words to that effect. Now we have made our little apology to *News*, we desire to turn our attention to Mr. Loudon.

We stated our belief that this gentleman was "intelligent and well-informed," but as we have the excellent and most reliable authority of the *Cyclist* that he did make that remarkable statement, we desire to reverse our decision, and state that we cannot conceive how an "intelligent" and "well-informed" man could make such an assertion. We are charitable enough to suppose that Mr. Loudon did not use his "intelligence" carefully, or secure his "information" from a reliable source, or he would never have made such a palpably incorrect statement as that credited to him.

A NOTABLE ANNIVERSARY.

We had sent us the following clipping from some Philadelphia paper: "The South End Wheelmen celebrated their first anniversary on Monday evening, Dec. 5, and everything passed off with the greatest success. The club house, which was decorated with flags, bunting and Chinese lanterns, made a very pretty effect. The wheel room, which was handsomely decorated, contained two large tables decorated with elegant taste; on the first table stood a splendid floral bicycle, presented to the club by J. W. Pepper, Esq. This piece of work stands forty inches high; attached to it was a splendid club banner of blue and old gold, presented to the club by George Caryl.

Mr. J. J. Bradley was presented with the club medal, in recognition of his holding up the honor of the South End Wheelmen at the last race of the West Philadelphia Athletic Association. During the evening the mutual band of thirty pieces played some very fine operatic selections. The South End may well feel proud of its success, organizing December 4, 1886, with six members, and now has a membership numbering forty, of some of the fastest wheelmen in Philadelphia.

The South End Wheelmen will keep open house on New Year's Day, and specially invite the wheelmen in Philadelphia to call and see them."

WIDE AWAKE.

The readers of that wonderful magazine for young people, are so accustomed to good reading and pictures, that they will wonder how it is going to be better than ever this coming year. But it is.

The new year has already begun with the holiday number just out—a truly great number, larger and richer, more varied, and therefore it must be better than ever before. And the publishers have a primer to send to those who want to know what *Wide Awake* is going to have in it in 1888.

The wonder is that such a library and picture-gallery can be got together for \$2.40 a year—a thousand pages, and everything fresh and new—stories, history, travels, biography, sketches, anecdote, adventure—and all instructive, as well as entertaining. Two worlds are drawn from to make such provision for the education and pleasure of our children.

So high is the best of young people's literature, nowadays, that we are all of us glad to be young. Nine-tenths of reading people prefer it to what is written for them; for it has the rare merit of being easy as well as good.

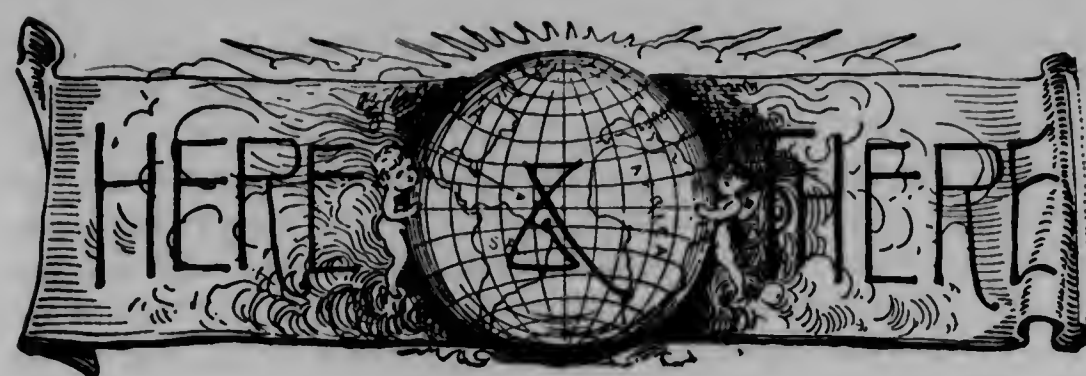
We know of no Christmas gift so sure of bringing a happy response in a reading family. Send \$2.40 to D. Lothrop Company, Boston.

The Home-trainer fever has struck Omaha, and at present the holder of the "best on record" for that city is named P. Kirby, who did the half-mile in 52 seconds.

The much-talked-of six-day tournament at Minneapolis will consummate some time next month. Among the entries are Dingley, Whittaker, Knapp, Prince, and McCurdy.

MR. BARROW, of the Rudge Cycle Co., Limited, Coventry, England, arrived in this city last Wednesday. He will stay here for some time, and until all arrangements as to the future of his Company in the United States have been settled.

MR. FREDERIC C. PENFIELD, F. R. G. S., Vice Consul General to Great Britain, was the guest of Kennedy-Child at the Boston Club on Tuesday. Mr. Penfield was one of the original founders of the L. A. W., and some years ago was prominently identified with our sport, but, alas, he forsook it for the "side ways" of diplomatic service. He is, however, free to admit that "devious channels," with which he became acquainted when present at an election in our national organization, have assisted him in his "little arrangements" on the other side. Mr. A. B. Seeley, an associate member, met Mr. Penfield in the pool room; as they were old European friends the meeting was quite affecting.



NEW YORK.

"THE RAVEN."

It seems to be a peculiar feature of cycling club life in New York, that no matter for what cause one wheel club changes its quarters, there always appears upon the scene another club, anxious to occupy the abandoned property. The New Yorks are the latest example of this, they having let their house in Fifty-eighth street West to the Manhattan Bicycle Club, and moved bag and baggage into the house of the late Ixions, pending the completion of the new house now under the course of erection. The Manhattan is the youngest, and in consequence thereof, the most lively, of our metropolitan wheel organizations, and will go in for some extensive house entertainments during the coming winter, now they are so conveniently housed.

I UNDERSTAND that my intimate acquaintance, the "Owl," is busy planning a five months' tour a-wheel through Europe for next year, starting early in the fall. He will be accompanied by a member of the New York Bicycle Club, and will travel on a tandem trike.

THE average life of a cycling club man, as such, seems to average about two years. I arrive at this conclusion from a study of the club photographs of the old Ixions, which, in accordance with a custom of theirs, they had taken each of the five years of their existence. With the exception of the faces of the five organizers of the club, which are seen in all of the groups, almost the entire membership appears to have changed in each second picture. Constancy to club, seems to me, therefore, not to be a virtue belonging to wheelmen in New York.

THE Twelfth Regiment, N. G. S. N. Y. held their winter athletic games in their armory on Saturday night. A two-mile bicycle race was on the card, and developed itself into a contest between the cracks of the Harlem Wheelmen, as out of six starters, five were from that organization. Owing to the fact that the track is an ill-shaped one, and twelve laps to the mile, the race was run in trial heats. E. I. Halstead captured his heat in 6.32 1-5, and J. W. Powers the next one in 6.35 4-5. In the finals, Halstead, with 75 yards on Powers, won in 6.23 4-5. The time is very good, track considered.

THERE'S great jubilation here, and I suppose an equal amount of chagrin in Boston, over our capture of the great, the only Kennedy-Child as a citizen, but then, of course, you can't keep it; you see when we New Yorkers want anything, we want it badly, and when we bid for possession no one can expect to compete with us, so, when we went after Kennedy-Child, we got him. I understand that the gentleman has secured a patent that he confidently expects will prove a "corker" in its "drawing" possibilities, and I am sure that Kennedy-Child's many friends will all join me in wishing him every success in his new departure.

I HAVE frequently had occasion to note in this column the miserable condition of the streets, and the evident intention on the part of every one in authority to do all in their power, seemingly, to make them worse. Matters have now come to such a pass that many of the streets are absolutely impassable, and either the road bed must be repaired and improved, or the property owners in these localities are virtually in a state of siege. A committee from the Chamber of Commerce, in view of these facts, called upon the Mayor last week, and urged prompt attention and remedy of the existing outrages in repairing and paving streets. The Mayor in reply advised that permission be got from the Legislature to expend \$5,000,000 for new and improved paving, so, maybe the contractors who get the job, may conclude not to steal the whole amount, and we may yet see some pavements in New York that will admit of one's riding them, without first training for a steeple-chase jockey.

THE horsemen, envious of the wheelmen's success in securing their passage through Central Park, are now contemplating having a road built in an air line through the entire park, to be known as the "Speeding Drive," on which only horsemen owning fast trotters will be allowed. To this end they have formed an association under the presidency of Lawson N. Fuller, to promulgate their doctrine of

equine exclusiveness. Just think what a howl would go up throughout the city, should the wheelmen ever have the nerve to demand a racing path to be constructed in the park for their sole use, but when horsemen ask for the same thing, look how differently the proposition is considered. Suppose these horsemen succeed, I wonder what will be the result when the riders of the wheel attempt to use the road, as most assuredly we will. Think you they will be able to keep us off in the face of the Liberty Bell, providing we maintain it free with alteration or repeal until then?

NEW JERSEY NOTES.

"RATCHET."

It is evident that the feeling created by the failure of the L. A. W. officers to confirm John A. Wells is not confined to Pennsylvania, as I am informed that a large number of our South Jersey cyclers feel keenly what they term the "insult" to Mr. Wells. That there was more in the nomination of this gentleman than appeared on the surface would be inferred from the remarks of lots of my fellow Jerseymen.

THE Trenton Bicycle Club opened its new house with a supper.

In the very near future Grant Bell will be found at the bench in the bicycle factory at Smithville.

ROLLER skating is getting a boom at the Empire Rink in South Orange. On Saturday nights the manager arranges mile races, sack races, greenhorn races, and other interesting features.

MESSRS. WELLS, Rodman, and Siminon, of the Orange Wanderers, are active members of the Orange Athletic Club's howling team. Aug. F. Bellinger, of the Elizabeth Wheelmen, is one of the crack howlers of the Elizabeth Athletic Club's team.

ORATON HALL is filled to overflowing on each Monday, Wednesday and Saturday evenings, by people who are fairly in love with the wonderful fancy riding of Fred Coningsby. The exhibitions are well worth seeing, and are far above anything previously given in Newark.

"SHORTY, the scorcher" (Star riders preferred), of the New Jersey Wheelmen, has cyclometered (is not that horrible?) 3,650 from 1 January to 8 December. This was done on his Expert, but had he tallied the miles covered on tandem and single trikes, his aggregate would come close to 4,000 miles.

CYCLING is about done, and wheels laid aside and put in hand for repairs, and speaking of repairing calls to mind the case of a cycling friend who had a crank key work loose while riding through Milburn last summer, and would you believe it—the local blacksmith charged him but 85 cents for setting it to rights.

ED. ELDRIDGE and W. Gubleman, of the Hudson County Wheelmen, have each covered over 2000 miles for the eleven months ending 30 November. Theo. Merceles and Dr. Benedict each has over 1500 miles to his credit. Ed. Eldridge will make an attempt to capture the first of the new mileage medals. Let 'er go, Eddie!

AT the December meeting of the Hudson County Wheelmen the room was filled and everybody was in good spirits over the successful termination of the Kluge protest case. The club presented a vote of thanks to Dr. E. W. Johnson for his able handling of the case. It was unanimously voted to present a mileage medal to every member who succeeds in riding 1000 mile on the road next year.

MR. KING, of the King Wheel Company, was in town during the past week. The machinery and parts belonging to the company are stored in Oraton Hall, but the company expects to have an understanding as to where their machines are to be made this week, and will then remove their materials. Mr. Coningsby, formerly of Philadelphia, has associated himself with the company, and is located at the Jersey City office.

U SHOULD have seen—Ed Collins go "over the handle bars" and essay the painfully difficult feat of sliding across the floor of Oraton Hall on one elbow. Fred Coningsby make a clean vault into the saddle of a sixty-inch crank. A countryman wanted to know "whar in blazes that little kuss kerries all his spring?" The novice who thought he "knew it all," got all broke up before he decided to accept advice. The "confidential Secretary to the Spanish Consul" acting in the menial capacity of teacher to the aforesaid novice.

CHARLEY KLUGE intends to have a "go" at the best men on the track next season, and will keep up his training steadily during the winter in order to be in the pink of condition when the first tape is stretched. I understand that A. B. Rich will be his particular game, but when he gets through with the easy task of defeating "Quilly," he will doubtless show the Washington flyer what he can

do on a spurt. I don't believe there is an amateur (and very few professionals) in the country who can defeat Kluge at from one to twenty-five miles.

I WOULD respectfully call the attention of Mr. Ducker to a misstatement in his letter in last week's WORLD. The New Jersey Cycling and Athletic Association is still in possession of the Roseville track, and consequently he has no right to say "Roseville loses \$10,000." I heartily agree with Mr. D. in saying that the League should give up all connection with racing, and also hope he will be successful in killing the amateur rule, but don't like to see him trying to convince the public at large that all the cycling tracks in the country have become things of the past, simply because Buffalo intends to build one. Oh, no! The Roseville track is here, and if the "Senator" brings over his European flyers, they'll come here; do you hear? [We do.—Ed.]

"GENTLEMAN JOHN."

AT LARGE.

THEY may say what they please about a "St. Louis Rambler from away back," but I wish their species was on the increase, and that the "cad element" would only let our sport alone. I must say that there is an element fast increasing in this country, as well as in Britain, that compares very badly with the lads who backed the wheel while it was still in comparative toddling infancy. There are too few Percy Furnivalls and Cola Stones to go round to put the sport where it once was, and to keep it where it belongs. Those cheap riders form a large portion of the class referred to.

THEY join some cycling organization that has an organized (?) hotel system, and they work their badge and their organization and their cheek for all that they are worth. They howl for cut rates, and discount, and percentage. They spring their badge upon hotel proprietors and the like; and then a man who has reason to believe that he is respectable, comes along to a hotel that has been invaded at some previous time by a horde of howling-wheelmen (?) (certainly, as they ride a wheel, but gentlemen? never), and the respectable wheelman wonders why he has the cold shoulder turned upon him, and why he is taken to a small room in the upper and rear of the house, a room that, perchance, faces the stables. He, poor, decent man, is not to blame. The cut-rate cads are solely responsible. I think it is high time to do away with cut rates at hotels. Let us have the best hotel in town, by all means. Gentlemen are always prepared to pay their bills; let us do the same. Why should the hotel proprietors be asked to give wheelmen the same accommodations, at the same time charging them less than their tariff, the payment of which they rigorously enforce upon the general public? The best way to free us from the atmosphere of "cheapness," which the cut-rate hotel system of the L. A. W. and C. T. C. is partly responsible for, would be to stipulate for full rates and consequently full accommodations.

A MAN, who was desirous of being decently treated, would not then, perhaps, be compelled to avoid a cheap C. T. C. or L. A. W. hotel, as he would the plague. If I am wrong, I trust the whole army of critics will arise to correct me. My address will be care of the C. T. C. Gazette, 139, 140 Fleet street, London, E. C., England. I should be pleased to receive the opinions of all who are interested in the subject. I shall edit these opinions (if they cover the point, and are tersely put), and shall send them to the BICYCLING WORLD for publication, crediting the same to the various writers. Gentlemen, don't all speak at once.

WHAT has become of John H. Pothill of Macon, Ga., also Wm. Brantley? I never see their names in connection with a race meeting now. Have they left the track for good? Or have they re-nested down as pure amateurs?

MINNEAPOLIS wheelmen should feel proud of Mr. L. B. Graves. He has been an untiring L. A. W. and C. T. C. worker, and the wheelman that goes to Louis for help or information, has never got cause to regret it. Although Mr. Graves leads a very busy life, he still finds time to devote to the interests of the sport.

I HOPE that the New Orleans correspondent, R. G. B., will write longer letters to the BICYCLING WORLD. *Writchie* can *wright* long and *unreadable* letters when he *trighs*, and I hope he'll *trigh*. New Orleans could not be represented by a better paper or correspondent than by Mr. R. G. B. of the BICYCLING WORLD. I hope to see some of these boys after I return from the "Continent" in the spring.

It is evident that the six-day race in London, in which Howell and Woodside rode against cowboys, was a race either for "weal or woe." The "whoas" beat the "wheels" by about two miles. I think, however, that if some of the long-distance men had been running against the "bull whackers," instead of "sprinters," that the

verdict of the crowd would be, Wheel done, good and faithful cowboys. The fleet-footed bronchos of the lower Rio Grande or the Rosebud agency, are no match for good ball-bearings. Enter thou now into the nearest saloon and irrigate thy inmost disappointed and sore surprised soul, yea verily. I feel convinced, too, that on a larger track the cowboys would have stood no earthly show.

THIS bleak Northwest is as yet a — poor place for a man who has too much of the artistic element in his composition. The popular taste in the direction of home decorations still lies with the cheap Dutch chromo, and the colored picture text card, with "God Bless our Home" in a green and gold background, and an infant in a cradle in the centre. The Northwest does not think over-production is possible. With music it is much the same. Play the gems of Mozart and Beethoven, and the average citizen of the Northwest will drop off to sleep, but play the "Patrol Comique" and the Mayor and city fathers are upon their feet at once, clamoring for an encore.

WHAT would the wheel world do without Kennedy-Child? Where could it get another man so bland, so good-natured, such a gentleman, and yet so *blase* withal? Where could the cycling scribe get a man upon whom he could foist or perpetrate his contemptible little alleged jokelets? Where? I know not. There is nothing in the heavens, nor in the earth, nor in the water which is under the earth, that bears one jot or tittle of resemblance to the "Child" par excellence, our compound proper noun, our citizen of the United States, and of old England, first and foremost at Boston or Coventry. Kennedy has the instincts of an old Rugby boy. At home in the Transvaal or in the Deccan, and always at ease whether in New Orleans, San Francisco, or in the city of beans and culture. When every other "Wild Earthman" is atop of the table, crying "let her go," or is under the table giving a last faint "who-o-o-e," Kennedy is standing with his thumbs stuck in the arm-holes of his low-cut dress vest, addressing either the citizens of Boston or London (he doesn't care which). I'm awful sorry his trike busted (skuse the phrase), there is no tellin' whar the record mought have been put. Next time you ride, Kennedy, put her thar, whar she'll stay, and when you next go forth to ride, may I be there to see.

PITTSBURG and VICINITY.

"DUQUESNE."

You would smile were you to read "Wanderings on Wheel and on Foot," by Callan. In describing Austrian roads, he says: "What makes the Austrians keep gutters crossing their highways in great big ridges on every hill? Surely they could find some easier and safer method of draining hills than this absurd and ugly practice. * * * At the top of one fearful hill I hesitated whether to dismount or risk the descent. Recurring every twenty yards was one of those confounded ridges, higher than usual, because the hill was exceptionally steep, and more water ran down it, requiring bigger gutters—I call them gutters for want of a better name." This description is quite lengthy, and it would amuse you to read it. It tells how he bounded "some inches clear of the ground." Now I envy him; he doesn't know the difference between a gutter and a breaker, or, as the effete Bostonians would say, a "thank ye marm." If Mr. Callan could see our boys doing the National pike, and scorching a little as we went, he would open his eyes as wheel after wheel leaping breaker after breaker, and touching ground twenty feet away [Oh! Oh!—Ed.] would, with increased velocity, take the next with a still wilder leap, and repeat until we reach the bottom of the grade, maybe only an eighth of a mile long, and maybe a full mile; and when 'tis over we heave a sigh of regret, as we reluctantly pnt our feet on the pedals, and wish we could do it some more.

THE Sewickley Valley Wheelmen have issued invitations to a "Smoker," which will be held Saturday, Dec. 17.

"HELD by the Enemy" seems to be catching the wheelmen on both sides of the Atlantic. Gillette being the cyclists' friend here, and Professor Jimmy draws the crowd on the other side.

THE Wells fight will not down, and unless he gains his point there will be a heavy falling off in the Pennsylvania Division, L. A. W. membership. If his constituents are satisfied with him, out-siders should be.

BIDWELL scooped the Keystones' road records in great style. He had a walk-over for "greatest distance for the year," also for "greatest number of riding days," and a 1000-mile badge also falls to his credit. Stiefel and McGowin also win 1000-mile badges; Swartzwelder takes the "longest distance in a day," and Smythe gets a medal, but I'll be blessed if I can remember what he gets it for.

"KEYSTONE" in the *Wheel* (Pittsburg Notes) says: "And soon

the festive toboggan will be spinning its occupants over much space, and the shivering wheelman will grow coloric from coasting unshod over frigid snow or ice." After reading the above, it strikes me that he could answer *Carey's* question:

"Aldeborontiphescophornio!

Where left you Chrononhotonthologos?"

Chronon. Act 1, Sec. 1.

HAMILTON Y. CASTNER is the name of a young man, who is said to have invented a process by which sodium can be manufactured at fifteen per cent. of its present cost. This means a corresponding reduction in the price of aluminium. "A few days ago he returned from England with the first instalment of the payment of \$500,000 for his patents in Great Britain alone." "Nature has distributed aluminium with a lavish hand, common clay consisting of a high percentage of it. Now for full roadster bikes weighing from twelve to sixteen pounds." Pull the bell!!

The season of 1887 is now a thing of the past as far as centuries are concerned, and a list of centurians, if complete now, will remain so for six months to come. I believe that Allerton made the first 100-mile ride ever made by a resident of Western Pennsylvania. His was made early in 1886 in England, on a tricycle. Lee made his shortly after in the Shenandoah valley, from Harrisonburg to Harpers Ferry; then Murray rode from Silver Creek to Ashtabula, and claimed a century for it; these three were the only centurians in 1886. Fields, of Greenville, opened the ball in 1887, by riding from Girard to Buffalo; this was, I think, on Decoration Day. Then Critchlow and Swartzwelder made the same run together; then Lenz rode out the plank to New Castle and return, which is the best performance of them all; A. C. Banker and Dippold then went to the "Lake Shore" and got in a hundred; then Craig and Bell, of Beaver Falls, did the same; then W. D. Banker made his century; and the curtain drops on 1887. May there be many names to be enrolled in 1888.

MUSING ON THE WHEEL.

BY "KAY BEE."

WHILE riding through the country around Ann Arbor, Mich., last summer, I was surprised and pleased to see the number of orchards scattered everywhere, and the noticeable absence of bull dogs; it occurred to me that here was the true explanation of the great number of riders in the University of Michigan and its consequent general prosperity. Now that the manufacturers are to give up their racing teams—if rumor is to be believed—would it not be a good scheme for them to devote their surplus cash to setting out fruit trees about five miles from the larger towns? No one can doubt that the number of riders would be greatly increased. Again, the League might pay part of the expense, and only allow League members to enjoy the resultant fruits. This suggestion is advanced as a companion to the "Owl's" great "weight handicap" scheme.

THE "Owl" says the reason tricycling is not more popular with women is because they have an "idiotic idea" that the proprieties are outraged unless they ride side-saddles. My humble opinion is that a more utterly "idiotic idea" than this explanation of his could not be found.

I was talking lately with a young lady who is strongly in favor of physical exercise for girls, who rows, swims, skates and plays tennis well, and she objected to tricycling on the ground that "they look so green." This is undoubtedly one, and a good reason, for its unpopularity.

ABOUT one-tenth of the ladies who ride, ride well. The other nine-tenths have too long cranks, bustles, too short a reach or the saddle not placed over the pedals, and sit incorrectly. Of course, for racing or hill climbing long cranks are an advantage, but for our bi-skirted sisters, short cranks are so immeasurably more graceful that they are to be preferred always. Quick pedalling is also ungraceful, except with very skillful riders, and in tandems intended for a gentleman and lady. I should think the plan of a certain English rider admirable, viz., to have a very high gearing for the lady in order that her motion might be slow.

Now that Ducker has resuscitated the amateur question let me give my "true solution." Let amateurs and professionals race together in classes, the former getting cups and the latter money prizes. Then let the amateur rule be enforced as rigidly as a true tangent spoke, and we shall have all the benefits of a strict amateur law, and class racing at the same time. Furthermore, let professionals be admitted to the League: let the League take jurisdiction over professional racing, and let both the amateur and professional be suspended for any unbecoming practices.

RECORD OF

THE WEEK.

Now that the cycling quill drivers have settled down that a certain well-known wheelman is to remain in single blessedness, and consequently a much excited public once more breathes free, these same scribes have turned to the all absorbing topic as to whether Geo. D. Gideon has forsworn cycling in all its phases. It is, we are happy to say, being rapidly decided that Mr. Gideon has not abandoned the wheel. We have no doubt but that the gentleman has drawn a long sigh of relief at the happy conclusion that we of the press have arrived at. It would have been a great disappointment had the opposite decision been reached, and he had discovered that he really *had* given up riding. As the discussion of private welfare and affairs of well-known wheelmen seems to be in order, we will start the ball rolling in another direction, and boldly state that Mr. H. E. Ducker is dead. We calmly await the denial.

The Philadelphia Club will continue to be a League Club.

NEW ORLEANS wheelmen have a lantern parade Mardi Gras night next spring.

THE Cycle Club of St. Louis, Mo., are now settled in their new quarters at the Natatorium.

It is rumored that Brookline will have a tricycle club, the members of which will be entirely of the gentle sex.

THE Pacific coast record for the half and one mile is 1.27 3-4 and 3.01, respectively. The present holder is W. G. Davis.

A. H. ROBSON, a bicycle dealer of Salem, Mass., suffered from a fire in his store the other day. Not much damage, only \$100.

PHILADELPHIA will be the first city to be regaled with a rowing tricycle tournament. Christmas week will be the time, and the *elite* skating rink the *venue*.

MR. McCUNE, President of the Springfield Bicycle Co., left town for the West last Monday. He goes to Minneapolis, St. Louis and Chicago, to perfect arrangements for the coming season in those localities.

AN exchange tells us that there are three kinds of sheol—literal, good old-fashioned hell—fire, mental torment, and the (cycling) newspaper business. The same paper heads its clippings "worthy of our steal."

THE Springfield Bicycle Club gave its first sociable for the season last night. The programme consisted of vocal and instrumental music, after which dancing and the usual accompaniment of refreshments was the order of the evening.

ANY lady cyclist who desires to make to any other cyclist (or *vice versa*) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

WE wonder how many more fellows there are like this one that the *Item* speaks of: "A member of the Century Wheelmen, Philadelphia, who has run up an astonishing mileage for the year, has just discovered that he has been riding with a fifty-four-inch cyclo-meter on a fifty-inch wheel."

Wheeling records the following conversation: "Did you ever break a record?" asked a stranger of a wheeling novice. "No," responded the novice, "but I broke my arm last year, my watch a week ago, my machine twice in a month, and last week I nearly broke my neck. I may break a record yet!!"

THE annual ball of the Roxbury Bicycle Club will take place at Oriental Hall, 2152 Washington street, on the evening of January 18. The club intends to make this party a gathering of representative cyclists, and will endeavor to have present prominent members of every club in the vicinity of Boston and the leading cyclists of the State.

MR. BASSETT notices that we "go for" Mr. Hillier, and he asks if we do not do him slight injustice, as some of the objectionable articles never meet Mr. Hillier's eye until they are in print. This is a very weak defence, but it is the best that can be given. We have nothing to do with Mr. Hillier's subs, all we want to know is that his name heads the paper as editor, and the writings of his underlings are, for the nonce, his. He must be responsible for them.

THE *Cyclist* is always in the field to do good work. Having brought its life-boat scheme to a most glorious consummation, it now proposes to take a hand in raising money for a proposed testimonial to Robert Todd ("King Todd"), late Secretary of the N. C. U. The *Cyclist* says: * * * "During the five years which Mr. Todd has devoted to his labor of love, the time sacrificed by him in

COVENTRY MACHINISTS' CO., LIMITED.

On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, BEATING THE EXISTING RECORD FOR 10 MILES BY

One Minute 56 $\frac{2}{3}$ Seconds.

Covering the whole distance in

72 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

"MARLBORO' * CLUB * TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

239 COLUMBUS AVENUE

BOSTON, MASS.

Our Little Flyer,

STILLMAN G. WHITTAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

Largest Manufacturers of Cycles and Sundries in America.

the cause of cycling must have been simply enormous, as any one who knows anything of the Union work will readily understand. This, too, is emphasized by the fact that no one could be found to take up in an honorary capacity the work which Mr. Todd has laid down. As a rule we are not favorably disposed toward testimonials, as in very many instances they are presented when there is but slight occasion for their award, and often to individuals who have done little or nothing to deserve them. The case of Mr. Todd, however, is of quite an opposite character. Few persons could be found more deserving of public recognition for services rendered in a good cause than he to whom the Council of the N. C. U. is so greatly indebted for advice and aid during the past five years."

JOHN A. WELLS, in the *Post-Dispatch*, challenges Greenwood to a hill-climbing contest, as follows: "Although my record on Eagle Rock Hill is far ahead of Greenwood's, to settle the matter I hereby challenge him to a contest on this hill, to consist of two trials, in one of which we shall both ride Stars, and in the other both to ride crank machines, the contest to take place some time in the year 1888." In reply to this, Greenwood says: "Now, as to the challenges, Mr. Wells wants me to race both on a crank and a Star. He ought to know that I have not ridden a crank for years, and am exclusively a Star rider. But I will ride a Star and beat him, letting him ride both a Star and a crank. I don't propose, however, to let the contest be decided on a hill on which Mr. Wells has been practicing steadily. I want to see it made a series. I'll go to Eagle Rock if Mr. Wells will come West and try one of the De Soto hills named, or Crank Hill at Clarksville, the result of the series to govern the decision as to who wins. Let the place of the first climb be decided by lot. Further, to make this thing even, I will pay Mr. Wells' fare out here and back, if he will do the same for me on my Eastern trip. To show whether I mean business or not, let me say that I want this contest to be for a \$100 gold medal, and that to-day Mr. E. N. Beach, of the Meacham Arms Company, holds the \$100 to cover the medal. I hope this reply will be satisfactory to Mr. Wells."

An effort is being made to have the government return to the issuance of fractional currency. The effort is being made through the agency of an association bearing the name of the "United States Postal Improvement Association," with headquarters at Springfield, Mass. This association aims to secure from Congress: 1, a reduction in the postage on seeds, plants, bulbs, and cions; 2, a reissue of fractional paper currency for use in the mails; 3, abolition of the inconvenient and unsafe postal note; 4, postal money orders for five dollars or less for a three-cent fee; 5, to secure the repeal of the postal laws in reference to permissible printing on wrappers of fourth-class matter. The officers are—President, William Penn Nixon, Chicago, Ill.; Secretary, Herbert Myrick, Springfield, Mass.; Treasurer, James Vick, Rochester, N. Y. There is continually an increasing evidence that the people desire the re-issue of fractional currency. At present, a large majority of our citizens are hindered in making remittances in sums less than \$1, very much to their discomfort and dissatisfaction. Either postage stamps or postal notes must be used. In most cases, distance from the nearest money-order post-office renders it difficult to secure the postal note, while postage stamps are not intended as a circulating medium, and are not negotiable. Moreover, postal notes, being issued at only about 14 per cent. of the post-offices in the country, are difficult to obtain. They are no safer than a fractional currency bill, while those who have experienced the delay necessary in our large towns and cities to secure one of these notes, as well as to collect the payment on it, will be in sympathy with the present movement to secure from Congress an early re-issue of fractional currency.

They have got a profane dog out Stoneham (Mass.) way that says "damn it" with all the fervor of a real good Christian. This educated and highly civilized canine began life with the ordinary bark attachment of his species. But as time went on, and when in his innocent puppyish days he used to frolic out into the road and pay his regards to the passing cyclist he noticed that the two-legged freak (to his uneducated eyes they were "freaks") has a very much more satisfactory way of expressing his displeasure than by the means of a monotonous doggy bark. His poor canine brain was, however, somewhat in chaos at the variety of the excited cyclists' vocabulary, but at last one day feeling particularly giddy and frivolous, and having caused the demoralization and downfall of a very nervous, hard swearing cyclist, he noticed the peculiar vim with which the cyclist articulated the two words "D—n it," as he struck Mother Earth with the usual dull, sickening thud. Our doggy friend was tickled with the sound of the words, and as they seemed to agree with his canine vocal organs he retired to his study behind the chicken coop, and there practiced his first lesson in polite language. He can now go out into the road and swear any cyclist that comes along out of his saddle. At present his vocabulary is limited to this cuss word, but he hopes by application and study to be able

to acquire a complete mastery over all the swear words of the English language. As he is a studious pup, of the breed known as Scotch terrier, and hails from New Brunswick, we have great hopes that he will attain his high ambition. We were assured that this dog exists, but to set the matter at rest we sent a commission consisting of Mr. London W. and Samuel Smug, Esq., to investigate. London W. acted as the decoy, and got the dog out on the road, swearing like mad, while the great Dog Slayer Smug lay behind the fence and took down in short hand all that the dog said. So there is no doubt about it. By the way, the dog is named "Carl," and is owned by W. C. Holdsworth, of Stoneham, a dealer in confections and lollypops.

We raise the following item from an exchange, and have taken liberties with it to fit the exigencies of what we imagine our late lamented Captain Whitney may encounter down New Mexico way: "A dapper, spruce-looking young cyclist, with the gloss engendered by high culture, and the festive bean of the Hub, rode up to a cabin and country store combined, not 1000 miles from Albuquerque, N. M., and inquired of the ten-year-old boy who seemed to be in full charge, and who was the only person in sight, whether his mother was at home.

"Naw; she's took our old rooster and gone to match it agin one Nance Sims has been blowin' about. I'll bet our old rooster'll lick ev'ry time."

"Got any sisters?"

"Yes, two on 'em; Sary's gone to see the Yaller Jacket Ball Club play agin the Bow Legs from Pole Cat Holler, and Liz has gone ten miles afoot to the hoss race down to Pillville."

"Got any brothers?"

"Yes, Bill and Sid. But they're gone to a hard-glove slugging match over to Bud Hixon's cabin."

"And are you alone, eh?"

"No; gran'dad an' gran'ma'am are in the back room playing euchre for the hard cider."

"Business is pretty dull to-day, isn't it?"

"Yes; dad said I might shut up shop this afternoon and go down to Bob Agger's house and see him match a big gray rat he's got, agin one Hi Jenkins owns; and I've got fifteen cents to put up on Hi's rat. I tell you it's a dandy."

And then our dear Captain watched the promising kid of sight, and pondered whether life was worth the living in the wild, free West, after all.

"*Outing*" for December is very bright, crisp and refreshing. Poultney, Bigelow, et al, seem to forget one thing, however. They do not do the wheelmen of America justice; I mean by this, that their subscribers are, in very large measure, wheelmen, who first subscribed because of the space given to Tom Stevens, when engaged in his remarkable ride across the continent, and subsequently round the world. Now, wheelmen are like (or, at least, have certain resemblance to) the devotees of other sporting crafts and pastimes. "They are clannish" (as says a certain writer), "and will scratch the backs of those people who scratch theirs." Now I think (in my own characteristic weak way) that *Outing* is neglecting wheel matters not a little. I should like to see the paper have a larger run among wheelmen than it now has. To do this, means giving those wheelmen who are capable of writing a readable (nay, more, a learned) letter upon wheel matters; "The Prospect of the Wheel," "The Road System of America," artistic accounts of trips or tours in countries or sections where there is a chance for some bright, descriptive work (the public cares but little for mileage or grade statistics), would increase the circulation one half (at least) among the wheelmen of America. When one remembers the fact that there are between 11,000 and 12,000 League of American Wheelmen members in the United States (not to speak of the 50,000 riders who belong to no organization, save local clubs) when one thinks of them, and of the 25,000 Cyclist's Touring Club members, all over the world (but for the most part in England) one sees (or thinks he sees), that were more space devoted to cyclists, with the aid of a man well and favorably known among the wheel fraternity, a large and paying wheel patronage could, with comparatively little effort, be worked up. I am in love with *Outing*. The magazine is one which should be in every home where there are boys and girls, who, without the assistance of a spirit of love for the sea, the forest, or the gymnasium, might grow up mental pigmies, with shrunken and undeveloped limbs and round shoulders. I wish to see *Outing* to the front and wish it great success."—"Gentleman John" in Minneapolis Tribune.

ANY lady cyclist who desires to make to any other cyclist (or vice versa) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "My CYCLING LOG BOOK."

WHERE THERE'S A WILL THERE'S A WAY.

(From Outing.)



THE MAKER AND THE MACHINE.

"WHERE there's a will there's a way," is an old well-worn proverb, but I never realized the true force of the saying so much as when I came across the young hero of this little sketch, leaning on his rude, self-made wheel, and standing among a group of gaily-dressed wheelmen, with their shining steeds of steel by their sides, gathered to witness the great road race at Clarksville, Mo.

The lad was a fine, well-built, sturdy specimen of a backwoods farmer boy, bronzed by the hot sun, and with muscles hardened by many a long day's haying and logging at his prairie home. The wheel on which he lazily leaned beggars description, and was the sorriest aid to locomotion that I had ever laid eyes on; in fact, I should say walking, no matter what the distance, would have been infinitely preferable to riding on so grotesque a machine. He told me proudly that every bit of it was of his own manufacture, and had been knocked together from such materials as he found lying about the farm. The backbone was of rough cordwood, which had been shaped with no other implements than a saw, a common hatchet and the boy's jack-knife. The rim was an old iron tire of a common wagon wheel, and for a rubber tire he had used barrel hoops. The spokes were clinched with nails driven through the iron rim. The pedals were sections of cordwood cut with an axe. The handle was another piece of a wagon wheel. The boy had, in fact, made it on purpose that he might attend this road race, and had that morning ridden into town with it, a distance of twelve miles, over a rough wagon track. I had the pleasure of offering him a spin on my own tricycle, and you should have seen the gleam of joy and satisfaction on his countenance as he mounted, with many earnest protestations of gratitude for so great a favor. As he returned me the wheel, the true cyclist's fire burned in his bright blue eye, and he assured me that all his earnings should be faithfully laid by until he could substitute a wheel such as mine for his present ungainly makeshift."

"THE FUTURE OF THE ORDINARY."

We imagine if the ordinary only had the power of speech, it would cry out with a loud voice, "deliver me from my friends," and if the late comer, the rear-driving safety, were capable of thought, it would cogitate on the tempest in a teapot its advent had stirred up in the cycling world. We can remember just such another "bobbery" among riders, when the tricycle first came into prominent notice, and at that time we well recollect the acrimonious discussion that arose between the champions of the narrow-gauge vehicle, and the three-wheeler; some of the advocates of the improved tricycle going so far as to assert that none but cads and common people would be seen riding a bicycle. All this discussion was very amusing and intensely absurd in the eyes of the moderate thinker, who could see that all men, all conditions and tastes were not, and should not be alike. The writer is not a lover of the ordinary, because of certain satisfactory and reasonable personal motives, but he cannot, with decency, aver that all men who do not think as he does are cads and asses.

The English papers, during the past few months, have been filled

with bitter discussion as to the relative merits of the ordinary and the rear-driving safety. It all started in a very gentle manner by a champion of the safety type assuring us that the ordinary was doomed, that it would soon be relegated to the place where all obsolete machines go, and that the machine of the future was the new safety. These are not supposed to be the words used, but they give the idea to be conveyed, in a nutshell. True, the stand thus taken was a radical one, and the pugnaciously inclined, who would have none of the "little nasty dwarfs," jumped into the breach and showed fight at once.

Then the music began, and Mr. A., who first started the ball a-rolling, was joined by Mr. B., then Mr. C. chipped in and took the side of the "ordinaries." Soon all England was divided into supporters of the two different factions, and the war waxed very warm indeed. There was one point in the argument that the "dwarfs" have in their favor, and that is, the majority had arrived at their conclusions by experience with both types of wheels, while a good many (not all) of the "ordinaries" based their conclusions on mere prejudice or theory. A great many of these objected to the looks, and waxed eloquent on the absurd appearance a full-grown man made on one of the new-fangled machines, while some others had tried them, and in their estimation they were "found wanting." Now, all this fuss is all very pretty, and we suppose we must accept it as one of the live issues of the day, but we fail to see why the "ordinaries" should object to the "dwarfs" riding the rear drivers if they want to. Both types of machines possess fine qualities not found in the other; as to speed, the ordinary at present holds the lead, but it is an open question in regard to this point until the rear driver is presented to us as a perfected machine. As to safety and comparative freedom from vibration, the safety must stand foremost; especially is this true of those machines fitted with some "anti-vibration" device on the front forks. If beauty and grace be the *Alpha* and *Omega* of the cyclist, then he must stick to the ordinary, as it is, no doubt, pre-eminently the handsomer machine.

Again the element of safety is rather distasteful to a good many riders, that prefer to run some risk, as it gives zest to the sport for them; to such the ordinary must ever be preferable. For the writer's part, the element of safety was not a factor in the choice he made in dropping the high wheel for the trike and the safety, as he had ridden the ordinary some four seasons, night and day, covering thousands of miles, and never met with a bad header in all his experience. Still, he must confess to a feeling of much greater security when on the three-wheeler, or dwarf, and he assuredly finds either of these two much more comfortable. The chief faults of the present form of the safety, are the erratic steering and the wonderful capacity it has for covering the rider with the dust and mud. The former is a serious fault; however, we have no doubt but that the perfect machine will, to a certain extent, obviate this defect. As to the dirt-depositing qualities, while an objection, it is not a vital one, providing a man is not too lazy to avail himself of relief afforded by soap, water, and brushes.

To sum up: The ordinary has a future, and will never be an obsolete pattern, it has far too many splendid qualities for that; on the other hand, the rear-driving safety has come to stay, and while it is bound to run the old timer close for honors on the road, it can never hope to crowd it entirely out.

Finally, let every man use his own judgement as to the type he prefers to ride, without running the risk of being abused or chaffed for his choice. We are not all alike (thank heaven) in our make-up, and while we may good naturedly laugh at the ridiculous figure Jones cuts on a dwarf, or smile at the bruises Smith incurred while riding an ordinary, let us be broad and liberal enough in our views to allow every man to select according to his taste.

DINGLEY AMONG THE IN-DOOR RECORDS.

We are in receipt of a brief telegram advising us that Frank Dingley, of the Gormully & Jeffery team, has been among the in-door records at the Washington Rink, Minneapolis, Minn. The telegram states that he takes every in-door record from 100 miles up to 351 1-2 miles, which distance he did in 24 hours. We expect full particulars by an early mail, and will publish same.

IN RE THE LITIGATION.

We append below copy of telegram sent to us by the Pope Mfg. Co., signed by their attorney, Mr. Charles E. Pratt, requesting us to print same:

"CHICAGO, Dec. 14, 1887.

Pope Mfg. Co., Boston, Mass.:—On motion of Gormully & Jeffery, cases are postponed for hearing until January 26.

(Signed)

CHARLES E. PRATT."

The Chelsea Club held their annual party at Grand Army Hall, Chelsea, Wednesday night. Over a hundred couples were present.

BICYCLES AND TRICYCLES.

(From Road and Roadside.)

WITHIN the past few years a new species of vehicle has appeared upon the highways of the world. Among the marvellous inventions of the nineteenth century, the vehicle of the road has shared in the improvements which have everywhere measured the progress of mankind in mechanical ingenuity and scientific attainments. Good roads are always evidences of high civilization; and with good roads we may always look for convenient and artistic methods of travel. The noble horse has been used for travel since the dawn of human history; and, like man, his physical and mental capacity is probably no greater now than three thousand years ago. But everything else used for travel has been wonderfully improved since Joseph rode in Pharaoh's wagons. But of all the carriages ever used for the conveyance of persons along the ordinary highways, the modern bicycle and tricycle may easily claim the first place for lightness of weight, facility of management, and perfection of mechanism. The bicycle is verily something new under the sun. It was never among the lost arts. It weighs from twenty to sixty pounds, and costs from fifty to one hundred and fifty dollars. It depends upon the motion for its balance. It will not stand upright for a single moment at rest, but when kept rolling it maintains a perfect equilibrium. It is, according to Justice Mellor's idea, a compound of man and wheels—a kind of centaur. When it passes a foot or carriage passenger at night, it flits by as noiselessly as a ghostly traveller, as swiftly as a winged chariot of fire. As its spines around the world, should the law of gravitation become relaxed sufficiently to let it move off into space, we should expect it to travel on in a majestic manner among the planets and the stars.

Besides being a convenient and cheap mode of travel, the use of the bicycle, swing-bicycle, tricycle, and tandem-tricycle is highly beneficial to the public in other respects. It will have a tendency to cause the public roads to be kept in suitable condition for carriage travel. Every rider of one of these vehicles will learn by experience the superiority of a smooth and hard road over a rough and sandy one, and of a well-graded road over a steep-graded one; and, consequently, he will use his influence for the improvement of the highways both for himself and for the horses and carriages of other persons. And, moreover, it will improve the health and physical endurance of many fragile persons, and be promotive of physical culture generally. It is an economic method of travelling, as it costs much less to keep one housed and in good repair than it does to keep and care for a horse and carriage. It is well adapted to afford intelligent exercise suitable to human needs, and of a kind which is at once fascinating, invigorating, and graceful. In the education of the people into the belief that the cultivation of bodily health is as essential and profitable as the cultivation of mental development, it is undoubtedly destined to play an important part. The use of these vehicles has been greatly developed within a few years in all civilized countries. They have undoubtedly come to stay, and ere long they will be as common on all well-travelled thoroughfares as the ordinary horse-carriages and wagons.

As they come into general use, the legal status of the machines on the highway becomes an interesting and important question to their owners and the public at large. There is very little statute or adjudicated law bearing directly upon their use in our public streets and ways, but no doubt many of the well-established principles of our roads law are as applicable to them as to the ordinary road vehicle. Every new invention or discovery produces changes in the law. The main principles of the law remain substantially the same from one generation to another; but new applications and modifications of these principles are constantly necessitated by new inventions and discoveries in mechanic arts, which change the habits and modes of life of the people. The fact that bicycles and tricycles have come so suddenly into every-day use without more acts relating to them on the statute books, or adjudicated cases in law reports, indicates that their use is not attended with much inconvenience to the public, or injury to life, or damage to property. There seems to be little disposition in the State Legislatures of the country, or in the Parliaments of Great Britain and her colonies, to encumber the statute books with special legislation concerning their use, and very likely cycle law will be established slowly, from precedent to precedent in the courts, without the aid of legislative enactments.

If they are treated in law the same as ordinary road vehicles now known to the law, then their use is already regulated by the customs and usages of generations past, and the principles of law applicable to them have been settled by the decisions of the highest courts of the world. But if they are considered in law not as ordinary road vehicles, but with special favor or disfavor, according to the varying circumstances of each case, then there will be confusion and uncertainty in the law relative to their use. Is there any good reason why they should not be treated as ordinary road vehicles?

Some of the enthusiastic votaries of the cycle have been disposed to regard the machine as the fit accompaniment of every wheelmen on all occasions and in all places, and to this end they have invoked the aid of the Constitution of the nation and those of the several States which guarantee the protection of the property and life of every well-behaved individual. They have claimed the right to ride their wheeled steeds on the sidewalks of cities, and in all public parks and commons; and because they have been prohibited from so doing by some city ordinances and by some park commissioners, they have thought their rights and privileges were unjustly abridged.

(To be continued.)



HE IS AS GOOD AS ANY OF US.

Editor *Bicycling World*:—Now that the riding season is fast drawing to a close, and judging from the condition of the roads in and about Philadelphia, the result of three days of almost constant rain, I can truthfully say, that here it has closed. I would ask that you, in the absence of more important matters, and as representatives of a bicycling paper devoted to the interests of cycling, will please publish the following: I am only a professional rider, and as such, of course, am not entitled to much consideration or respect by the "pure amateurs," that compose what is known as the League of American Wheelmen. I am an instructor, simply, of the rudiments of bicycle riding, have charge of the Columbia riding school, hire out machines, and do some repairing. I have never raced, in fact, I was never allowed to enter any of the contests at race meetings held in this vicinity, the rules of the L. A. W. forbidding such a proceeding. In fact, all that is needed in this great city of ours for a man to become almost completely ostracized, is to once become an instructor of bicycle riding, and he is at once stigmatized a professional, and this means a man that is to be avoided, shunned, and unfit to associate with pure amateurs. Now, I have read and re-read the definition of amateur, as given by the L. A. W., and I am still at a loss to know how it is. I am a professional rider. I make no profession of riding, I simply teach the rudiments, and there are many men in the ranks of the L. A. W. to-day, and good wheelmen too, that would never have learned to balance themselves on a bicycle had it not been that I was patient with them, and encouraged them in a dozen ways when they were learning to ride, and were just about ready to "give it up as a bad job." Odd, isn't it, that while I associated with these men before they learned how to ride, now that they have learned and have no further use for my instructions, I am looked upon as a person to be avoided. Perhaps it is my habits and associations that cause these "pure amateurs" to hold themselves aloof, perhaps this is more the cause than that I am a professional rider? Let us look into my habits and associations. First, I am not addicted to the use of tobacco; I do not use, in any way, shape, or manner, any intoxicating liquors; and I defy any one to call to mind a single instance in which I uttered an oath while in the discharge of my duties. I attend church regularly, and for two years have been a member in good standing. I mention these matters simply to show how absurd it is on the part of some of these pure amateurs to conduct themselves in the manner they do. However, there are some exceptions, for instance: At the fall meeting of the Western Philadelphia Athletic Association, held on their grounds Saturday, Nov. 5, as I entered the field, I was greeted heartily by Mr. George D. Gideon, of the Germantown Club, with, "John, old man, how are you?" and at the same time he shook hands with me warmly. Simple as this act was, it served to make me feel at ease at once. I have always wished that I could become a member of the L. A. W., but realize that as long as there is so much narrow-mindedness among its members, it can never be. I hope to see the time, however, when a more liberal spirit will exist, and when that time comes you will see a wonderful increase of its membership.

If you do not think the above worth publishing, please have consideration enough for me to return it, and I will lay it away with a few other curiosities I have, that I am keeping for my children to make fun of after I have taken my final header. Yours truly, Phila., Pa., Dec. 12, 1887. GEO. S. HART, Instructor.

AN INTERVIEW WITH A GERMAN INVENTOR.

A WEEK or two since we had a conversation with Mr. Rothgiesser, of Bielsfeld, the inventor of the new safety bicycle having the saddle attached to continuations of the front forks. As it will probably interest our readers we give the conversation here.

"How did you hit upon the idea of your new machine?"
 "When riding an ordinary 'Rover' I found the steering much easier when going down hill with my feet on the foot-rests. At once I knew the fault of the steering when riding in the ordinary way was that both pedals and saddle were fixed to the frame of the back wheel, while on an ordinary bicycle the pedals and handles are fixed to the front wheel, and the saddle alone to the frame of the back wheel. To correct the fault the simplest way would have been to connect the chain and pedals to the front wheel, but then all the good qualities of the rear-driver would have been spoiled, so I came to the conclusion to attach the chain pedals and handles to the frame of the back wheel, and the saddle alone to the front wheel. I at once designed a machine and filed the German patent."

"Are you an old rider?"
 "I am one of the oldest riders in Germany. I began riding in April, 1882."

"When did you complete the first machine on your new principle?"

"I waited first for the application being granted by the Patent Office, which was in February last, then I filed the English patent, and ordered a machine to be built to my designs. The machine was ready in March, but when I tried it I found that I could not ride it, although the construction was nearly right, the line through the steering centres differing very little from the present machine, and I should now have been able to ride it had I the machine at present, but a friend persuaded me that the steering line was quite wrong, and that its continuation should go behind the saddle. Now, I altered the machine, and after having altered it some dozen times—always trying if it were possible to ride it—I at last found the correct construction, and after having ridden it some time I found that my calculations were correct, so that I could dispense with the hands for steering, the same as with an ordinary bicycle, or by placing the feet on the foot-rests of a 'Rover.'"

"How long does it take to learn to ride your machine?"
 "Kaufman, the American, learnt it in twenty minutes, and I have taught gentlemen who never rode a bicycle, in less than an hour. Riders of the ordinary bicycle find some difficulty in learning, as they have, practically, to unlearn before mastering the machine, but most cyclists learn it in two days."

"How do you steer the machine?"
 "When I ride fast on the road, I cannot say how I do steer. It is the same as an ordinary bicycle; the steering goes automatically with one's mind. When I ride slowly and desire to turn to the right, I push the right pedal a little harder, and then keep the handles in the position they have gone into as long as I want to go round. As soon as I allow the weight of my body to go back to its ordinary position, the wheel at once comes into line, because this is the position of the saddle at its deepest point. At first sight it would appear as if the saddle must be in constant motion to steer the machine, but practically there is no movement in the saddle, because almost my whole weight rests on it, and there being no other fixed points on the machine, except where the wheels touch the ground, all parts of the machine are moved by the steering, while the saddle itself remains almost immovable."

"How do you find riding on bad roads?"
 "Almost the same as on good ones. Sand or loose stones never affect the steering."

"How do you find hill-riding?"
 "I use my hands for pulling as on an ordinary bicycle when riding up a stiff and long hill, and when at the top I like best to take off my hands for some time, and then with feet on foot-rests, let the machine run its own speed down, the brake on back wheel, when necessary, stopping the machine almost instantly."

"What size do you prefer?"
 "I recommend a smaller steering wheel, say 22 to 26 inches, and 30-inch driving wheel, because the front wheel has not so much weight to carry, and a smaller steering wheel shortens the machine and lessens the weight, and on my machine there cannot be any vibration in the handles even with a 16-inch wheel; nevertheless, any size wheels may be used—for racing machines, I would recommend two equal 26-inch wheels."—*Cyclist*.

ANY lady cyclist who desires to make to any other cyclist (or vice versa) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE Philadelphia Item says: "In England, it is stated that the ordinary bicycle is getting quite the go-by, the safety machines, tandems and tricycles almost monopolizing the favor of the cycling public. Are we latter-day riders more timid riders than our veteran cyclists?" We desire to correct our very worthy and able contemporary by stating that they have taken hold of the wrong end of the club. It is the "veteran cyclists" who find in the safeties, especially, the great charm of comfort without appreciable loss of speed, to be found in the new comer. The same paper looks on the rowing machine as the "latest type of safety."

ANY lady cyclist who desires to make to any other cyclist (or vice versa) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

ON Sunday, Oct. 23d, Lieutenant A. K. White and Captain C. E. Balton, of the Taunton (Mass.) Bicycle Club, took a run of 100 miles, under the following conditions: From Taunton to Stoughton, to Canton, to Mattapan, to Brighton, to Waltham, to Lexington. Distance covered, 104 miles; time, 7 3/4 hours. Distance measured by cyclometer, roads very hilly, fair condition; wind variable. Machines, "Victors;" one 52-inch, and 54-inch; Roadsters. We believe this is one of the best records not professional. The wheels went through the entire run without attention.

THE firm of Reeve & Jagers, of Millville, was dissolved by mutual consent 25 October, Mr. John N. Reeve withdrawing. The business will be continued at 206 High street by Mr. Elwood W. Jagers. Mr. Jagers is an expert machinist, and has made a careful study of the science of repairing both Star and crank wheels. He is always ready to extend the right hand of fellowship to all who call upon him, without first asking if they come on business. Considering the class of work he does his charges are lower than the average.

NOT satisfied with having collected subscriptions and presented the British Life-boat Association with a magnificently equipped boat, costing nearly \$4000, the Cyclist now desires to get up a "sustentation fund," so that the boat may be given together with sufficient funds to pay the running expenses of same for four years.

THE White Cycle Co. are now completing a factory to produce the new "White Flyer" machines, a description of the tricycle of which appeared in our paper of a few weeks ago. They will not only manufacture the single tricycle, but they will also produce a rear driving safety, made in such a manner that it can be attached to the tricycle, and thus be converted into a tandem. The factory is situated at Millford, Mass., and it is being filled up with machinery specially constructed for the manufacture of their cycles. Every effort is being made to get the factory in shape, and it is expected that by January 1st they will be in condition to commence the work of building. The organization of the company is all completed, and the capital embarked in the undertaking is ample.

THE third fortnightly rifle contest of the Warren Wheel Club took place at their rooms, 13 Warren avenue, Roxbury, on Tuesday evening, with the following result: Savell, 91; Noble, 91; Willard, 89; Hiscock, 88; Read, 87; Munroe, 86; McCormick, 85; Frost, 84; Wiggin, 78; Hathaway, 74; Prentiss, 74; Parker, 72; Tobey, 71. These figures are of a possible 100. The contests are held every other Tuesday, and are very exciting. Wheelmen or others are cordially invited to witness these contests. The next one will be held Dec. 27.

THE new pattern Quadrant safety is a fine machine. In the first patterns it was found that the ordinary quadrant's slides for the steering apparatus were too stiff for the quick, easy movements requisite in a bicycle, so the enterprising manufacturers went to work and have devised a ball-bearing arrangement for the quadrants and slides, so that now the steering is as easy and sensitive as on the ordinary direct steering form of machine.

THE verdict rendered by a Philadelphia jury in the case of Rowland Evans against Albert Carnell, for striking the former with his whip while riding in Fairmount Park, is one of the most remarkable and unjust that was ever rendered. So sure was it for Mr. Rowland that the judge remarked when the verdict was rendered "not guilty," "I don't know how you arrived at that verdict, but, still, it is your province to find such a verdict as you please." As this is a criminal case, we do not suppose there is anything to do but subside, under the weight of appreciation and admiration for the sapience of a Philadelphia jury. The Philadelphia lawyer and jury will now go down to posterity hand in hand, as freaks of their peculiar kind.

THE 10 MILE ROAD RACE

AROUND DRUID LAKE, BALTIMORE,

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8, E. F. Le Cato, Rapid Light Roadster.	
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THE FIRST MAN IN WAS

H. L. Kingsland, Rambler Cycle Club, riding a

NEW RAPID LIGHT ROADSTER

In the marvellous time of

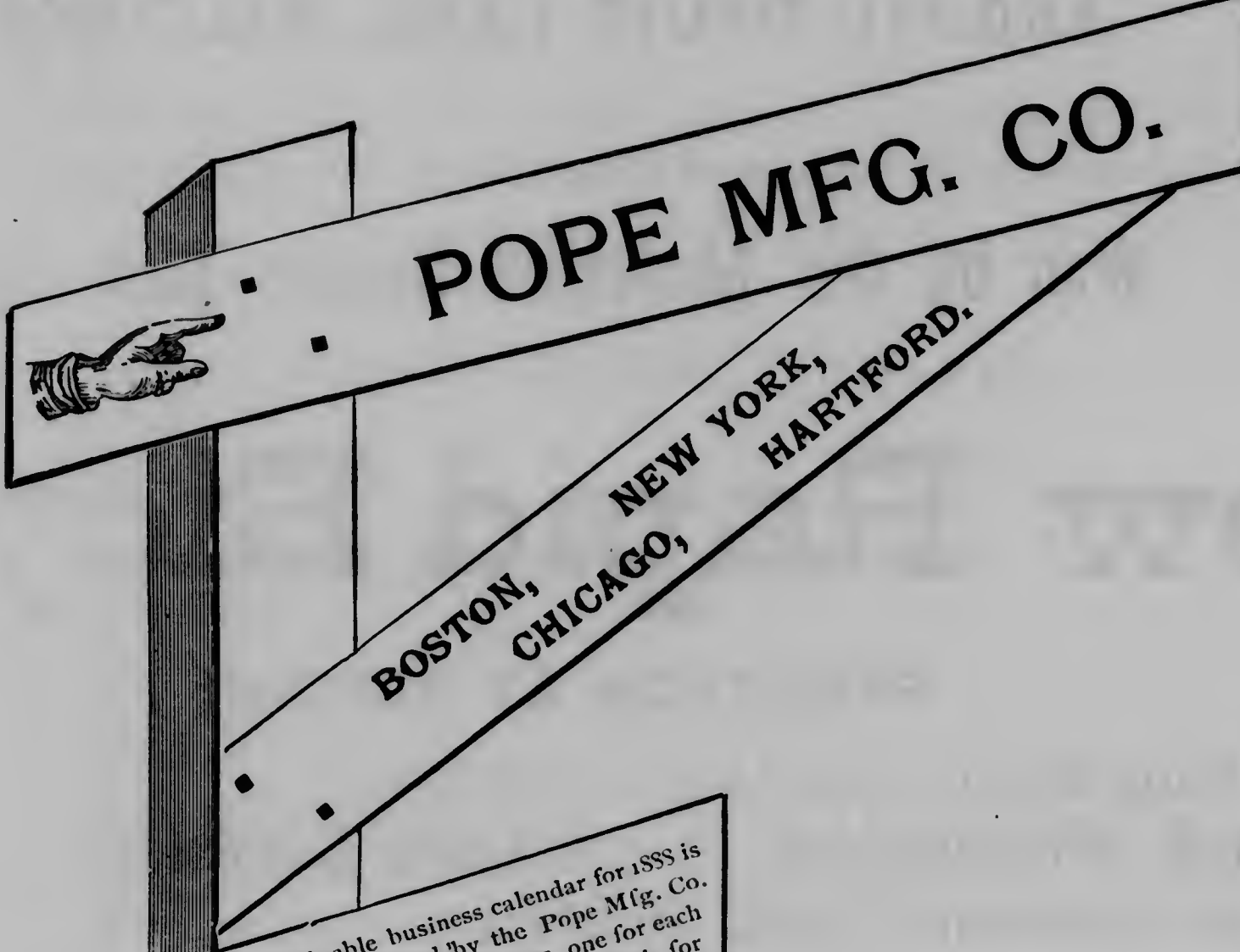
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By far the most novel, convenient and valuable business calendar for 1888 is the Columbia Bicycle Calendar and Stand, just issued by the Pope Mfg. Co. The calendar proper is in the form of a pad, containing 366 leaves, one for each day in the year, to be torn off daily. A portion of each leaf is left blank for memoranda. Upon each slip appears quotations pertaining to cycling from leading publications and prominent writers. The notable events in cycling are mentioned, and concise opinions of medical authorities; words from prominent wheelmen, including those of the roads; general cycling statistics; records; the men; rights of cycling to ladies; information about costumes; directions for road-making; and other matter interesting to the public in general and to the cyclist in particular, appear from day to day. In fact it is an effective, attractive and fresh cycling encyclopædia, crowded into convenient measure.—*Bicycling World.*
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DEVOTED TO THE INTERESTS OF CYCLING

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BOSTON, 23 DECEMBER, 1887.

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Number 8.

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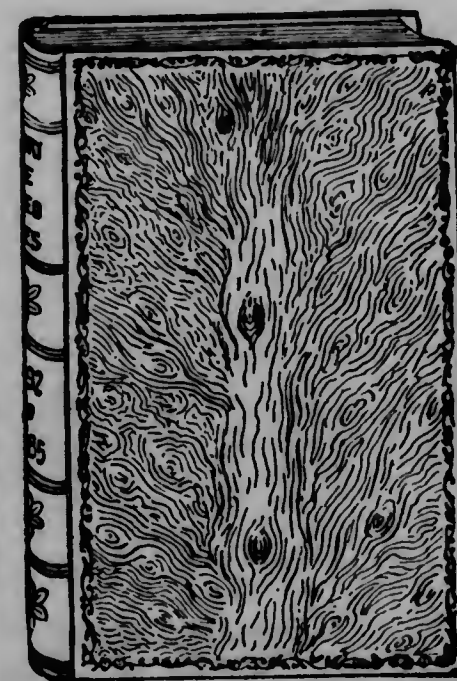
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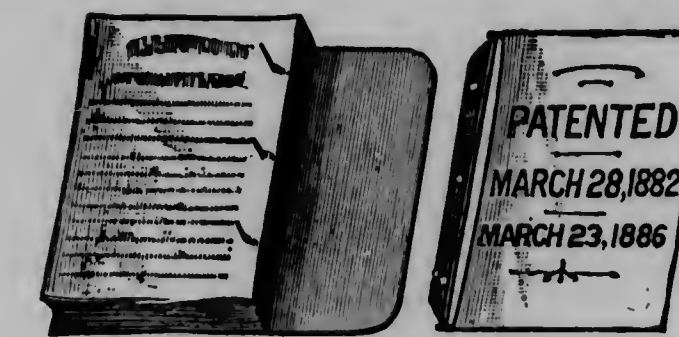
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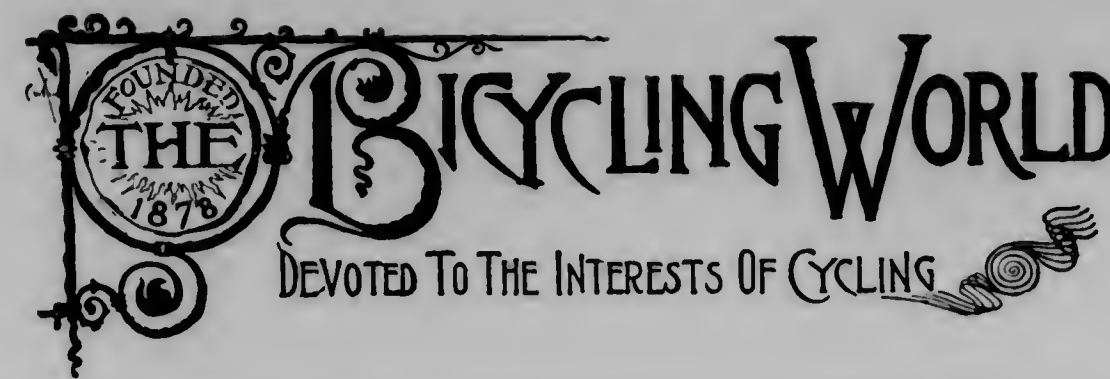
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 23 DECEMBER, 1887.

OUR article and the formula we printed some two weeks since on banking of tracks, have been criticised because we base the proper banking of a track on the requirements of a tricycle, whereas, for every tricycle race there is, at least, ten that take place on the narrow gauge. Precisely why the tricycle was selected as a basis for figuring, we cannot say, but the proposition in both cases is alike. On a curve of say a radius of 112 feet, a bicycle travelling at the rate of twenty miles an hour will assume a certain angle removed from the perpendicular; the proper banking will be that produced by a line at exact right angles with that assumed by the moving bicycle. In order to get the best and safest results out of a track, the maximum banking should be adopted, as of the two evils, that of having too much is far preferable to not having enough.

MR. BASSETT makes a long reply to Mr. Ducker's letter, entitled "Chestnuts in Little Fur Coats," which appeared in a late issue of the WORLD. The Secretary-Editor denies that the stand taken by the League has had any fatal effect on the racing interests of the country. One of the strongest arguments he makes is as follows: "Mr. Ducker forgets that our best racing men are professionals, and well qualified to meet the foreigners. He also forgets that he himself started out with an association formed for the especial purpose of encouraging racing; that the leading racing men of the country united with him, and that the League stood aside and allowed him to try his experiment. He must remember that the experiment was a failure, and he should also know that the abolition of the amateur rule will do nothing towards making cycle racing popular." There is no doubt something in the fact that the now defunct A. C. U. did not aid racing one tittle. But Mr. Bassett is scarcely fair in the implication that the L. A. W. gave the racing organization a fair show. True they "stood aside"—very much aside—and very cold comfort the younger organization got from its more mature and sedate sister. The L. A. W. stood aside to the extent that they refused to recognize any official action of A. C. U. If they had stood aside a little less and given the defunct Union a little moral support, the result might have been different. As to the wisdom of the action of the L. A. W., in reference to the A. C. U., we will not raise the dead issue, but if the argument of Mr. Bassett has

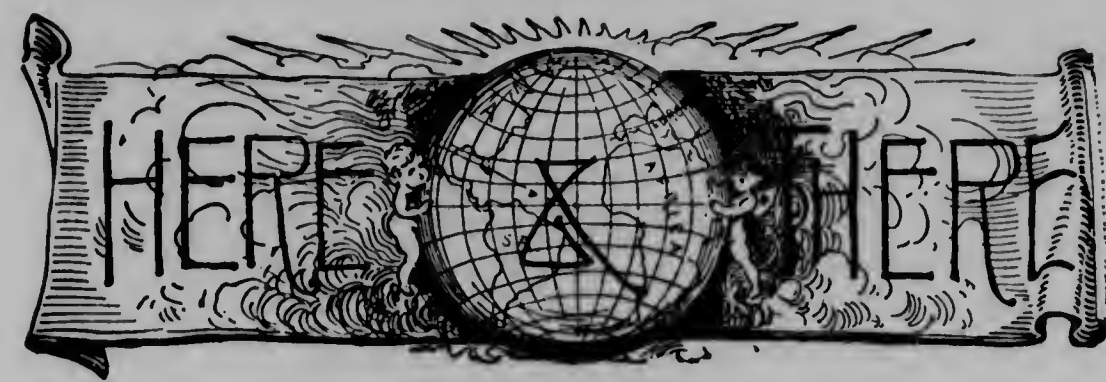
ought but sarcasm for its foundation, we think that his assertion that the "standing aside" of the L. A. W. was an aid to the A. C. U. will not bear analysis.

IF we could only settle on the true cause as to why racing in this country during the past year has lost its hold on the interest of the cycling, as well as the lay public, we could at once find a remedy. They tell us that doctors, who are successful in their profession, must have sufficient knowledge and skill to be able to diagnose a case before they can hope to properly decide on the remedy. To us it seems that it is purely a case of doctors disagreeing, and we are all aware of the fatal results that may follow while the physicians are disputing as to the nature of the disease. We have taken a pretty decided position on this point, we believing that the public will patronize spirited sports, but they will not tolerate dullness. Now the question suggests itself, have the cycling contests of the past two years been as exciting as those we used to enjoy in the primitive days of the sport? We think not, though it may be said we are surfeited and *blase*. That may be, and yet we are honest in thinking that in the palmy days of Dean, Johnson, Stall, Fry, Ahl, and their ilk, the races were more spirited. In those days it was a struggle from the word "go," a sprint from start to finish. It is those kind of races that kindle enthusiasm and interest, and if they were furnished, the public would pay to see them. We do honestly think that the disease by which racing interest has died, is that races have taken on too much the aspect of processions until within a few feet of the home tape. The L. A. W. has made a good step in the direction of making races more spirited, by the rule which disqualifies those whom the judges shall find guilty of loafing. This is a long step in the right direction, and we hope the next one will be to establish class racing, with a time limit attachment.

THE Centaur Cycle Club of Baltimore, Md., will meet their friends on Christmas day (Monday, 26), from 2 to 10 P. M., at their club house, 2215 East Lombard street.

DON'T keep a dog that is in the habit of running into the road and barking at passing teams. You had better get rid of him or break him of the habit. Under our statutes the owner or keeper of a dog is responsible to any person injured by him, either in person or property, double the amount of damage sustained; and after he has received notice of the bad disposition of his dog, he is liable to have the damage increased three-fold. Every dog that has the habit of barking at people on the highway is liable any day to subject his owner or keeper to large liabilities; for if he frightens a horse by leaping or barking at him in mere play, and the horse runs away, or tips over the vehicle to which he is hitched, his owner or keeper is responsible for double the damages thus caused by his dog. Hence I repeat the injunction, Get rid of such a dog or break him of the habit; and if this cannot be done, then break his neck. Perhaps it might be well to say, in this connection, that any traveller on the road, either riding or walking peaceably, who is suddenly assaulted by a dog, whether licensed or not, may legally kill him, and thus relieve his owner or keeper of a disagreeable duty.—*Road and Road-side.*

A CASE, regarding which there may possibly be some legal squabbling, occurred in the city last Wednesday (14). Edward A. Lawson, Deputy Auditor's agent for the district embracing Louisville, Ky., and part of Jefferson county, was riding his bicycle near Sixth and Court place, when a valuable horse, belonging to Wm. Zable, became frightened and ran away, seriously injuring the horse, and doing considerably damage. Suit for damages will be brought, and if it can be shown that Lawson was riding in an orderly manner, and attending to his own business, such a suit will be of no avail, since the Supreme Court has time and again decided that the bicycle is a carriage, and is subject to all the rights and privileges accorded horsemen and drivers of vehicles. A wheelman owes it to himself as a gentleman to be obliging and courteous to both pedestrians and horsemen without allowing himself to be bulldozed into measures by any authority which either may assume. An order issued to the Boston police April 22, 1878, reads as follows: "In regulating the use of bicycles, you will be guided by the same laws that apply to the ordinary vehicles, and see that they conform therewith both as to speed and location." This has proved sufficient for Boston.—*Commercial.*



NEW ORLEANS.

"BI."

THE matter of another lantern parade, to occur during carnival week (Feb. 13-19) of 1888, is being agitated, and a meeting of local wheelmen will be held next Monday, 19th inst., at the rooms of the New Orleans Bicycle Club, to formally consider the matter. Chief Consul Hodgson is engineering the preliminaries, and it is dollars to dimes that the meeting will decide in favor of another parade, though when the boys learn that Hodgson does not again propose to stand god-father for the expenses, or to do all the work connected with the parade unaided, it may possibly make some of them hesitate about voting "yea."

THE Louisiana Cycling Club is rolling up a rattling big mileage and sustaining its claim as the riding club of the South. Its record sheet dates back but four months, and but four members have reported, but their combined score to Dec. 1st foots up 4696 miles. The individual mileage is as follows: C. M. Fairchild, 2098 miles; R. G. Betts, 1830; W. H. Renaud, Jr., 302; H. H. Hodgson (tricycle), 466.

THESE mileages were all rolled up without the special object of a record, being made up mainly by Sunday runs and in riding to and from business. Renaud only received his cyclometer during the latter part of October, hence his score is much smaller than it would otherwise have been; but as a whole, I dare say the above is a pretty fair showing.

CHARLIE FAIRCHILD, who leads the Louisianas in point of mileage, gets up nearly every morning at day-break, and scoots out to West End (nine miles) before breakfast, then generally rides down to his place of business, and usually quitting work about 3 P. M., indulges in another spin before dinner. Charlie declares that he doesn't do this to roll up a record, and that he enjoys his daily, lone, early-morning runs, but for the life of me I can't see where the fun comes in, and I like riding as well as the next one, too.

AMONG visiting wheelmen to our city this week are Messrs. J. P. Fresinius, Dallas (Tex.) Wheel Club, who may possibly locate here, and Clarence H. Smith, Gormully & Jeffery's travelling representative. We are also daily looking for Hendee and his Springfield Roadster.

MR. SMITH has been all over the South within the past few months, and reports a healthy growth and favorable outlook for the rubber shod steed in nearly all of the States visited so far. He stopped off at Mobile, Ala., intending to put in a few good licks there, but the first wheelman he met gave him such encouraging (?) information, that he left for New Orleans without needlessly wasting his energy in the "great and only" Gulf city.

FROM Mr. Smith's remarks, and other information that has reached us, it can be safely put down that cycling in Mobile is slowly, silently dying, if not already dead. And this as the result of the League's apathy in the matter of that disputed turnpike, regarding which a full and explicit report was duly given the L. A. W. officials, and passed upon by them something like this: "Well, you see the League is busted financially, and then there's only a handful of wheelmen in Mobile, and—and—well, just let the matter go along peaceably, and time will work a solution of the difficulty," and the Alabamians heeded the advice, and Old Daddy Time did his work in such fine shape that a solution has already been reached, and the wheels don't move in Mobile, as a result. It "riles" me to see this state of affairs in our sister city. It was a New Orleans wheelman who took the trouble to go to Mobile, organize the fifteen riders into a club, consult lawyers, and arrange everything for the master-stroke, which, alas! never came. It proved just so much labor thrown away, and the League, by its "cray-fishing," lost the fifteen members of the Mobile Club; the Mobile boys lost heart when the League declined to back them, and now, instead of having twice fifteen riders, as would have been the case had the road been opened, the club is as good as defunct, and its members disposing of their wheels as rapidly as possible. The death rattle can be faintly heard in the region of cycling Mobile's Adam's apple, and

unless some kindly hand is put forward very soon, cycling, so far as Mobile is concerned, will be deader'n Karl Kron's lamented bull purp. And is any one to extend the kindly hand? Wait, brothers, wait and see.

IN refusing to push the "Mobile matter," the L. A. W. seems to have acted unwisely. It cannot always be expected that one printed circular, however full, will convince every one who reads it, and, if the League's treasury is always to be (as there seems fair prospect) in a state of chronic emptiness, why either make the official organ a bi-weekly and set aside the saving thus made for a reserve fund, or else, when it becomes necessary to push a case in the courts, why call for funds, or do something of the sort, and not, after gingerly fingering the case, let it drop like a hot potato. The President of the Mobile Shell Road Company—who is, by the way, a lively stable keeper—is of the bull-headed variety; wouldn't be convinced, wouldn't consider anything, didn't care a d—, and would fight it in the courts anyway. But, notwithstanding this brave stand, a prominent Mobile attorney agreed to take up the wheelmen's cause, on a contingent fee of twenty dollars, so certain was he of success. Unfortunately, the League officials did not see fit to accept this exceedingly liberal offer, but instead, dismissed the matter by gracefully, generously and gratuitously giving the advice that has been recorded above—or what amounted to that, at any rate—and then laid back and wondered that there were so few members in the League from the "good old State of Alabama," and now, when it again becomes necessary to take up the matter, as in time it surely will, the Turnpike Company's head, finding his bull-dozing tactics so successful before, will be all the harder to deal with.

I QUESTION the wisdom of the League's dismissing such matters on the grounds that there are "so few wheelmen there, etc., you know," for, as in the Mobile case, on the League's attitude depends the future of cycling in disputed territory. Don't you?

WE have "it" at last. "Have what?" Why, the "Snow, snow, beautiful—(rats)—snow; falling—(chestnuts)." Thanks awfully, but I'll get even with you for allee-samee. But "it" is here; snow use trying to disguise that fact, although in *Manna-hatta* they disguise the snow by mixing it with axle grease.

THE Paterson Athletic Club will give a big entertainment on Wednesday evening (28).

WHAT'S the matter with some of our Jersey clubs organizing rifle teams during the winter, and arranging telegraphic matches with down-east clubs?

THE Essex County Toboggan Club is going to begin its winter's sport this week. The club has just put up a \$2000 house, and a rattling season's fun is looked forward to.

FRANK S. MILLER, Dr. Fred A. Kinch, Jr., and A. N. Pierson, of the Union County Wheelmen have been added to the ranks of the bowlers, and are members of the new Westfield Bowling Club.

POOR McCurdy. Is he really foolish enough to think that he can down the "Little Flyer?" It seems so; but he will change his mind, and I'd be willing to go a barrel (of Jersey Stone Fence) that Whit beats him on the first mile—if he wants to.

DAVID OAKES, of the Bloomfield Cyclers, succeeded in riding to the top of Eagle Rock Hill, 25 November, without a dismount. He essayed the task on 23 November, but was compelled to weaken when only a few yards from the summit. Mr. Oakes' mount is a 54-inch Regent.

E. J. DECKER, of Newark, made an attempt to climb the hill with his Springfield Roadster, 13 December, and reached within a few feet of the summit, when, the wind proving too strong for him, he was obliged to give up the attempt. He says he will not tackle the job again this season.

WEDNESDAY (14) was a day of days, and, although the roads were decidedly soft, a large number of machines were seen on the avenues of Newark and the Oranges. On Central avenue, during the afternoon, quite a variety of mounts were noted, a Springfield Roadster, four ordinaries, a Crippler trike, a Columbia tandem, two Rovers, three Stars, a Facile, and a Royal Mail tandem being seen within an hour.

MR. EDITOR, will I ever dare show my face in Orange or Elizabeth again? I doubt it. "And why?" Just look at my last letter, wherein you have given the Orange Athletic Club a "howling team," and made Aug. F. Bellinger "one of the crack howlers of the Elizabeth Athletic Company's team," and you will be convinced

that I'm safer in Newark. Make it "b" instead of "h," and you'll have it ke-reft.

FRED CONINGSBY's latest and neatest trick, and one which I never saw attempted by anyone else, is a corker. He stands with his left foot on the step, left hand on bar and extending his right leg, grasps the left pedal with his right hand, working the "ma-sheen" in that position. He is practicing a good deal with large wheels, and is supple as a cat at vaulting. He is 17 years old, weighs 116 pounds, and is, five feet two inches in height.

THE Metropolitan Polo League plays two games a week in the Pavonice Rink, in Jersey City. The Newark and Jersey City teams played on Friday night (16) and the home team won by 11 goals to 2. The teams were as follows: Newark—Keyser and Conleys, r.; Wood, c.; Barker, h. b.; Adams, goal. Jersey City—Wilbur and Reagen, r.; Fracker, c.; Morris, h. b.; White, goal. D. L. Macomber and L. E. McKie have been signed by the Newark team. Both these men are from Massachusetts, and have played in the Eastern clubs. No arrangements have been made as yet for games in Newark, but the management promises two games a week after the holidays.

ST. LOUIS.

"LINNEUS."

THE riding season is practically closed here. The weather, which is usually clear and cold at this time of the year, is terrible. Up to two days ago, it has been nothing but a drizzling rain for a week, and all the roads are in an unrideable condition. The leading road, in the way of smooth surface and easy hills, the New Manchester pike, has had metal placed on it all the way from St. Louis to Ballwin. Be this as it may, you can't help some of the boys from going out, and so on Nov. 13, just a month ago, quite a party took a final run to see and get acquainted with the new hotel at Ballwin. They found the place to be the acme of neatness and cleanliness, and the proprietor to be a gentleman who will do all in his power to make the stay of wheelmen pleasant. I trust wheelmen will not abuse their privileges again, the way five or six members of a local club did last summer. The old place, Ballwin Hotel, kept by Alex. Kessler, is gone out of business, and will no longer cater to the wants of bikers. They should note this.

THE second entertainment of the Missouri Bicycle Club takes place next Thursday. The programme will be varied, and will consist of singing and a recitation, and will conclude with the usual hop. Our mutual friend, "Klip," has engaged a prima donna for the occasion, and a treat is in store for those that attend.

THE board of officers of the Missouri Division held a meeting at the Missouri Club house last eve, and at C. C. Brewster's suggestion, re-districted the State. Missouri is now entitled to seven representatives, and the above was necessary in order to give the new men their districts. The hand book is in the press, and when the road information, compiled by Mr. L. J. Berger, ex-Chairman of the Touring Committee, is all in, will present as neat and accurate a volume as it was possible to make, under the discouraging circumstances which they had to labor.

IN Sunday's *Republican* an article appeared, which roused the ire of the Missouri boys. It seems some one connected with that paper got information somewhere that something was wrong with the finances of the Missouri Club, and that the President was to be censured for lack of duty in not attending meetings. I happened to be at that meeting, and knew as well as every one else does, who was present, that the above is a canard of the worst type. However, President Stewart, after making an explanation handed in his resignation at the last meeting of the club, which was not accepted, and a committee consisting of Messrs. Brewster, Berry and Baker, by the way, three big Bs, was appointed to wait on the gentleman and ask him to re-consider same, which was done, and the resignation was withdrawn. This is all there is to it, and how a paper of the *Republican's* standing could publish such a fabrication, is beyond most people's comprehension. There is a rumor about that a *Republican* reporter got the news as given, from a gentleman connected with another paper, whose hyphenated cognomen every one is aware of.

PITTSBURG and VICINITY.

"DUQUESNE."

LAST week I spoke of wheelmen jumping twenty feet as they took breakers on the National pike, and you, Mr. Editor, said "Oh! Oh!!" This may be an exaggeration, but I think the facts will justify the statement. Will Messrs. Wright and Michenir, of Brownsville, please write to the *BICYCLING WORLD*, and tell us how far they do jump in feet and inches, and if they do not know, an estimate would

be better than my guess, as they live on the line of that road? I don't believe you bean-eaters know much about breakers. Are you butterflies? To whom did the poet refer, when he said,

"Satire or sense, alas! can Sporus feel?
Who breaks a butterfly upon a wheel?"—*Pope*.

COLEMAN's poetry is being copied quite extensively. Turn the crank, "Coly," and grind out some more.

C. V. REED, of Clarion, was in town last week. He is known by all as an ardent wheelman and good rider.

BANKER is quite a striking figure with his medals all on "to onct." He has a great many, and most of them are fine ones, the kind we give out here.

WILHELM has given notice that this is positively his last year on the track. Well, I'll bet a nickel's worth of Tolu, that you'll see him out again next year. Remember this!

HART's wail for the professional may be right as far as Philadelphia is concerned, but in committees such as this, a man is rated for just what he is, whether he be professional or amateur.

ACCORDING to the *Wheel* the gentlemanly and urbane Mr. Banker intends to apply for membership in the K. B. C. This will surprise most of A. C.'s, he holding office in that club, and never having been accused of thinking overly much of the Keystones.

"Why we laugh." They tell us that Whittaker and McCurdy have put up a forfeit of one thousand dollars for a race they are to run for from \$2,000 to \$5,000. Didn't they leave off a cipher? Shouldn't it have been a \$20,000 to \$50,000? Great guns and little fish-hooks! can these things be?

THE Smoker of the S. V. W. was an unqualified success. Cigars and refreshments held the crowd in breathless suspense until Richardson got off some recitations, which were followed by slight of hand performances, and reminiscences, until a late hour. This is the first of a series of Smokers.

THE *American Athlete* says: "The Chief Consul and the Secretary-Treasurer of this State are splendid fellows personally, but officially they need a deal of shaking up to enable them to realize the needs of this Division." Well and truly, said Mr. Wells. One of our wheelmen being in need of aid in a lawsuit, wrote the Chief Consul repeatedly for advice and information, and had failed to elicit a reply when I last saw him. This is not as it should be.

RECORD OF

THE WEEK.

THE story told in an exchange of the man who borrowed a safety of a friend, and after having used it as a battering ram in trying to mount high curbstones and smashed the machine he returned it to the lender and vouchsafed the opinion that "it was a rotten thing," brings to mind the experience we once had with a friend who had a penchant for borrowing our clothes, and who once indignantly informed us that "unless we put in a better stock of togs, he would have to stop wearing them!!"

THE dates for the coming Stanley show are from January 28 to February 4, inclusive.

MR. JOHN ILLSTON, of Birmingham, England, has been reinstated by the L. A. W. Racing Board.

MR. SAMUEL T. CLARK, of Baltimore, has been appointed representative from the State of Maryland.

J. PURVIS-BRUCE, known as our interesting correspondent, Gentleman John, was born on the bounding deep.

AN exchange tells us that "the Copeland steam tricycle is to be pushed next year." How pushed, by leg or steam?

THE *Cyclist's* Xmas annual will be called the "Lantern," and it will be quite up to the usual standard of excellence.

H. A. SPEECHLY, the celebrated English crack, is to be married soon. Now, Mrs. S., are you going to allow H. A. to appear on the path next year?

OUR worthy contemporary, *Sporting Life*, has lately gotten into the bad habit of lifting items bodily from the *WORLD*, without even crediting an "exchange."

THE military authorities in England will plan and carry out much more elaborate trials of the cycle as aids in war-like manœuvres to take place during the fall of 1888.

SALEM, N. C. (*not* Mass.), is one of the benighted cities that will try and keep the bicycle off its streets. Quite lately a rider living in a neighboring town, rode into this city of numbskulls and was there-

upon arrested by a minion of the law (?). The cyclist was fined, and now the case will be brought into the courts, and the Salem, N. C., city fathers will be made to see that their knowledge of wheelmen's rights is as yet limited.

THE Rovers Club of Charlestown (Mass.) held their annual dinner at the Tremont House, Boston, last week, Thursday. Among the prominent guests were Messrs. H. W. Hayes and Abbot Bassett.

WHITTAKER vs. McCurdy, distances, five to ten miles; venue, Washington Rink, Minneapolis; amount at stake, \$5000 (?). No matter, if this is a race for blood, we will go a little on the Champion man.

WHY don't the H. B. Smith Co. people take Greenwood's offer up and pay his expenses to Boston, so that the great hill climber can carry out his determination to rise it twelve times without a dismount.

'Tis said that Chief Consul Jessup will forward the petition from Pennsylvania Wheelmen asking Wells' appointment as representative to the Board of Officers, and will ask that the members reconsider their recent refusal to endorse.

WILL Wells be re-appointed by Consul Jessup? That is the question that at present is agitating the minds of Pennsylvania wheelmen. The pressure to bring about that event is very heavy, and poor Jessup's bed is not made of roses.

A FIRM trading under the name of Geyer & Co., Bombay, India, have been passing inferior goods on an unsuspecting public as the wares of Hillman, Herbert & Cooper. One of the victims, Sergeant W. Burton, is after Geyer & Co. with a sharp stick.

THE Banquo-like ghost of the amateur question bids fair to make the quiet months of winter a burden. What with the fur-coated little chestnuts of Mr. Ducker on one side, and the hot shot of Mr. Secretary-Editor on the other, we may have a warm, open winter.

MR. STRINGER, of the Singer Mfg. Co., Coventry, England, arrived in this country last week. We went up to W. B. Everett's to interview the gentleman, but we found he had slipped away to Canada for a few days, and they expected him back some time this week.

A SIX-DAY race at Newcastle, England, was started Dec. 5. At the end of the fifth day the score stood, Battensby, 659 miles 3 laps; Young, 659 miles 3 laps; Terront, 650 miles 10 laps; Parkes, 604 miles 4 laps; Lamb, 597 miles 7 laps; and Symington, 551 miles 5 laps.

ANY lady cyclist who desires to make to any other cyclist (or vice versa) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

RHODE ISLAND takes a forward step in the matter of guide boards, and is really the first State to make the attempt to "guide board" all the rideable roads. The plans are all drawn, the distances measured, and by next week the boards will be in the hands of the painters. Well done, Rhody.

MR. BARROW, of Rudge Co., took a run over into Canada last Saturday, and returned to this city to conclude his business in this country. Mr. Barrow expressed his preference for Boston over New York, and we have no doubt will incur the lasting displeasure of Gothamites in consequence.

OUR dear friends of *Bi. News* are solemnly funny over the fact that we located *Sporting Life* at 139 Fleet St., instead of getting the *Sportman* down as at that number. We are glad to afford the good old *News* amusement sometimes, as goodness knows, we cause the editors of that paper sorrow enough.

'Tis told of Dick Howell that when he first came to this country he refused to take a bath in the limpid Connecticut, because he "did not want the bloomin' alligators to bite him." He is also reported as saying to some friends when he caught his first sight of bananas, "Ah, see the watermelons, boys."

PRINCE DOLGORUKOFF, a noble *Russe*, lately took part in a bicycle race and was beaten by an ignoble German by the name of Grossman. No wonder the relations between Russia and Germany are strained. Our account does not state whether Grossman received his passport or was requested to make record time into Siberia.

A VILLAIN, an unfeeling brute, called the "Club Liar" of the *Record*, has discovered the name of Louise Armaindo with the date 1730 written on the door post of a house, in the vicinity of Halifax, N. S. 'Tis a base, cold-blooded fabrication, and if Mrs. —, nee Armaindo, does not pulverize that C. L., why we miss our guess.

As announced, the Dorchester, Mass., Club gave the first social party at the Lyceum Hall, last week Thursday. Richardson's orchestra furnished the music, and the dancing was kept up until a late hour. The Committee of Arrangements consisted of: C. I. Drake, G. L. Haynes, F. L. Bailey, and W. H. Forbes; Floor Director, W. F. Shallenbach, with J. W. Gough, J. W. Longstreet, H. A. Mears, W. A. Clapp, and C. I. Drake, aids.

THE story of the Rhode Island man who claimed he did his 4 3/4 miles in 12 minutes, has reached England, and has paralyzed our transatlantic cousins in the same way it did us. *Bi. News*, after relating the story, says: "Exit the original Baron Munchausen after this." Yes, *Bi. News*, and we think our Rhode Island Baron, No. 2, has also exited, as we have not heard of him since he made the claim. His conscience must have got away with him.

MR. HARMSWORTH, he of the *News* and also of the *Outing* for England, put his foot into it lately; he put his foot in just £16 16s. worth. It seems that Col. Haddan, of the Royal West Surrey, supplied Mr. Harmsworth with an article which was used in *Outing*. The gallant Colonel then sent in his bill, which Mr. H. refused to pay. Consequent suit, and the plea that the article was not ordered was set aside, and Harmsworth had to pay the \$85, cold cash.

A MAN has been writing to the *Bulletin*, claiming that he has ridden a mile on the highway in 2.24 3/4. He asks that he be not exposed, as he wishes to "surprise" us one of these days. We can assure our unknown flyer that he has surprised us by his unprecedented assurance in thinking that we may possibly swallow the little jokelet. The name and location of this 2.24 man are concealed, but are we right, brother Bassett, in placing his habitation in the State of Rhode Island? Great place in the neighborhood of Warren for road records, you know!

We are in receipt of a photograph of the late Mr. Geo. S. Darrow and his little boy, Bob. The picture was taken in September, 1887. We never had the pleasure of meeting Mr. Darrow, and the picture before us is the only means we shall have of judging of his personal appearance. Had we not known Mr. Darrow's bright and humorous style of writing, we should have put him down as a man of kind heart, honest purpose, and a decidedly strong vein of humor. This we can read in the face we see before us, bright with love for the little lad into whose face he is looking, and whom he holds in his arms.

"It's werry fillin'," this discussion on the relative merits of the ordinary and the safety, but it's getting a bit monotonous in the English papers. All the letters wind up something like this: "I am convinced that for speed, safety and comfort, no machine can equal the rear driver;" or like this, "I have given the rear driver a thorough trial, and now I have gone back to the ordinary, convinced that the claims of superiority of the rear driver are groundless." Now one would think that the question would be settled by these two positive men, but it isn't, and it is not likely to be. We expect we shall have the discussion on this side soon, and we are resigned at the prospect.

SEVERAL correspondents from Chicago to our contemporaries tell some very nasty stories of McCurdy's crooked ways while in that city. If these stories be true we wonder that criminal proceedings are not at once commenced against the Star rider, by either of the alleged victims, or the H. B. Smith Co. The charges made by Verax and Clawhammer are of the most serious kind, and Mr. McCurdy should at once take steps to correct these stories, or he will forfeit his right to be looked on as an honest man ever hereafter. He cannot afford to rest easy under the stigma, and unless he rises up and "explains" very satisfactorily, it must go hard with him in the estimation of his former friends. We give him a chance to be heard before we condemn.

Sporting Life says: "The BICYCLING WORLD offers a gold medal to the man who will ride a mile in 2.20. Why not make it 2.10, Mr. WORLD?" Our worthy contemporary has not kept the run of the controversy that has led up to our rash (?) offer. Briefly: A statement had been going the rounds that 2.20 was within the possibilities, to which we demurred. Therefore, we were assured it would be done if cash to make it an object were forthcoming. Still we demurred, and we agreed to add our modest mite of inducement in the shape of a medal, but we must confess to a feeling of perfect security that some time will elapse before that medal is called for, unless that Warren, R. I., man should turn up on his educated extra rapid rear-driving safety, and then goodness knows if 2.10 would be safe, Mr. *Life*.

WE do not know if such a sign as this adorns the outside of Merrill & Whittin's Andrew street establishment, but we think it might take: "Free pool and billiards to patrons who desire to wait while repairing is being done." We are moved to this thought by

COVENTRY MACHINISTS' CO., LIMITED.

On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, BEATING THE EXISTING RECORD FOR 10 MILES BY

One Minute 56 2/5 Seconds.

Covering the whole distance in

72 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

"MARLBORO' * CLUB * TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

239 COLUMBUS AVENUE

BOSTON, MASS.

Our Little Flyer,

STILLMAN G. WHITTAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

THE REASON OF POSTPONEMENT.

Editor Bicycling World: We notice copy of telegraphic dispatch from Charles E. Pratt to the Pope Mfg. Co., of Boston, and would inform you that the facts are as follows:

The five cases were set for hearing before His Honor Judge Gresham on the 14th and 15th inst., he being the United States Circuit Judge before whom the Pope Mfg. Co. made their motion for injunction against us in the principal of these cases last summer, and which was denied. Judge Gresham having notified us that it was scarcely possible for him to hear the cases upon the dates named, and we desiring that the cases should be heard and a definite time fixed for so hearing, ourselves moved the Court to assign a definite time for hearing the cases; and Judge Gresham, of his own volition, assigned January 26, 27 and 28, 1888, for final hearing in all the cases. We were ready and anxious to have all these cases heard before Judge Gresham on the 14th and 15th inst., as set, and will be equally willing at date now set.

Yours very respectfully,

GORMULLY & JEFFERY MFG. CO.

Chicago, Dec. 17, 1887.

THE GREAT BOULEVARD.

LAST Saturday the weather, roads and our spirits being *en rapport*, we determined to take a turn out on the road and see how the Beacon street extension was progressing. It certainly is an eye-opener to the man who remembers this thoroughfare as it appeared a year ago. Landmarks have been obliterated and grades so changed that it is almost impossible to recognize the once familiar localities. Out as far as Harvard street, Brookline, the grading is almost completed, and the double track for the horse cars is laid. Beyond this point to Washington street, "the Punch Bowl road," grading is well along, and several hundred sons of Italy are busily plying pick and shovel. At Harvard street the road is to be 190 feet wide; in fact this is to be the width of the completed boulevard. Nothing has been spared in the ruthless path of this improvement; several very handsome residences that last year stood on the side of old Beacon street are now simply memories, whilst the beautiful grounds that surrounded them have been either cut away or buried under in compliance with the inexorable fiat of the presiding engineer. The short but steep hills that used to rise each way from the "Punch Bowl road" will, when graded as intended, become very easy rises; while at Harvard street nearly the whole surface of the road clear out to the Boston and Albany Railroad bridge will be visible. In fact, all the hills that once existed on Beacon street between the city and the reservoir will be reduced to the easiest kind of grades. Judging from the energy with which the work is being pushed we should hope to see the completion of it during the coming year, and when it is done it will be one of the very finest avenues in the world. We took our Victor safety on this expedition of investigation, and as our road lay over some surfaces akin in their roughness to a well-developed plowed field, we had ample opportunity to test the "safety" question of the rear driver. The afore-mentioned sons of Italy seemed highly amused and interested at the manner we negotiated ruts, holes and loose stones. We pushed her right through with the same confidence as though we had the smooth surface of the completed roadbed under our wheels. Beacon street improved will be another strong hook in the claim that Boston is "the wheelman's paradise."

"WANTED, INNS."

The above little sketch of the present condition of the new boulevard and the consequent thought of how blessed Boston and her suburbs are in the possession of hundreds of miles of superb riding surfaces, suggests to us how utterly devoid this country is of the charming little wayside inns that add so much to the pleasures of cycling in England. We have nothing of the kind in the United States, and the saddest part of this reflection is that we probably never will have anything like them. With all due respect and admiration for the most excellent qualities of the American Boniface of the rural districts, he and his surroundings lack the snug, home-like charms that are so attractive in the many little wayside inns of England. The most ultra admirer of things "American" must admit that there is a certain raw, frigid and most uncomfortable air about the average country tavern. Certainly the impression of hospitality is annoyingly absent, and in place of the customary (not invariably) warm yet quiet welcome of the British landlord or landlady we have a kind of "You're-here-on-sufferance-and-the-sooner-you-get-the-better-we'll-like-it" kind of air on the part of the American rural innkeeper, his wife and may be his daughter. But then the birthright of the American is independence, and the average country "hotel" keeper must assert this at all hazards, even at the risk of being impolite; and by the way how often politeness is

the fact that this enterprising Lynn firm have put in a pool and billiard table in the above-named office. There are many ways this attractive scheme could be worked; for instance: "Free hair-cut while your tire is being cemented," or "Teeth extracted without pain or cost while your spokes are being reset." Again, "Your backbone straightened at a reasonable cost and corn paring without extra expense." Finally (and we think this would take us), "Your handle-bar straightened and a whiskey cocktail, all for 10 cents!!" There is unlimited chance in this suggestion, and we have no doubt the cycle repairers all over the country will take the hint and elaborate thereon.

A VERY spicy letter Mr. Josh Zimmerman writes to our dear beloved Owl with this classical bit of writing: "This now leads me to say that I have long wondered, when reading your most-times amusing notes, to what class of owls you belong. My wonder has been satisfied, and no doubt now exists but you are a screech owl. The reasons are two—1. They are never attending their business, but always mixing up others; 2. They are to the owl family as the vulture is to the scavengers; viz., the vilest of the vile. Thanking you for your attention, and knowing you are hungry, I'll now set your stomach to aching by saying 'Rats.'" As our friend Sam Hollingsworth would say "Gee whizz!!" Now if we mistake not, and we know our bird, we think he will quietly get down from his perch, and will interview brother Josh in such a lively, but withal firm manner, that he will wish his knowledge in natural history in general, and of the genus *Scipitres* in particular, had not been so deep.

MR. SHIPTON makes a violent and libellous attack on the editors of *Wheeling*, in regard to their relations with a Mr. Bennett, who ran a lottery scheme last year. *Wheeling*, in the issue to hand, denies the charges of "illegitimate influence," and states that Mr. Bennett's scheme was advertised and paid for the same as by any other patron. Further, they deny the charge that Mr. Bennett was other than square in the manner he conducted the drawings. Finally, the editors of *Wheeling* conclude with the gentle hint, "Mr. Shipton refers—libellously—to what he calls the scurrilities and personalities indulged in 'by Mr. Nairn's predecessors' on this paper. We regret to see Mr. Shipton disregarding the instructions of the Council of the C. T. C., in connection with his literary style. His experiences of the law have not been so happy that he should desire another introduction into a court of justice." We trust that the kindly wink of the *Wheeling* people will be taken to heart by Mr. Shipton, and that hereafter he will be more careful that his literary style be more in keeping with that ordered by his superiors.

"LACY HILLIER, R. E. Phillips, E. R. Shipton and Henry Sturmeay are the four civilians elected to serve on the War Office Committee on Volunteer Cycling." Great Scott!! we are sorry we spoke; we are very sorry we spoke, awfully sorry. With Messrs. Hillier and Shipton on the War Committee we feel as though our days were well nigh numbered. We shall watch the news from Washington, bearing on foreign relations, with increased anxiety, and in case the dread news comes over the wire that "relations with England are strained," we shall take the most direct and rapid route into the heart of Africa. We don't relish the idea of George and Ernest trundling up to our office door towing a Gatling or Hotchkiss gun, and demanding gore!! We confess we do *not* like the prospect, and the quotation that heads this paragraph will cause us sleepless nights, and no doubt our Xmas turkey will develop into a first-class fit of indigestion. We wish we were dead; we are very humble, very abject, and most awfully scared.

A NEW spring fork for a rear-driving safety is thus described by the *Cyclist*: "Last week we had a visit from Mr. T. Redman, of 172 Manningham Lane, Bradford, who brought with him a rear-driving safety fitted with his patent spring frame to the front. This consists in attaching to the front wheel a duplex fork, the inner one working within the outer one. It is provided with long slots at the hub extremities, and a strong spiral spring within the barrel of the steering post. Although fitted with only 24-inch steering wheel, we found that the effect of charging a curbstone was scarcely perceptible to the arms—in fact, it was hardly more noticeable than riding over a walking-stick or ordinary crossing would have been with a rigid machine. A great point in the new design is that no second motion is called into action, so that the steering is not affected in the least. To test the machine we rode over some rough, frozen gorse-land, and up and down a few ditches. On riding over the same course upon a springless mount with lower gear and larger wheels, we had to dismount several times, and in one or two instances failed to surmount the obstacles, the machine coming to a dead stop where the spring-framed safety had mounted easily."

scouted at and avoided by certain boors who imagine that politeness and servility are synonyms. It is a cold, cold fact that the ideal country innkeeper is an extinct genus in America, and we are assured he is not as "invariable" in England as he was half a century ago. So much for the march of improvement; so much for the introduction of steam. We would not go back or stand still, for the good and comfort we get out of advanced civilization is more than compensating us for what we lose from the benefits we might get on the roads like unto the "good old coaching days." It seems hard that the inexorable rule, "where there is a gain there must be a corresponding loss," cannot be relegated to the obscurity of obsolete sayings.

THE CAUSE THAT LEADS TO IT.

"I'm going to give up riding after this season," said a well-known wheelman to us the other day. We of course regretted to hear such an announcement, and with the interest of the sport at heart we at once threw ourselves into the breach and tried to turn the backslider from his intention of abandoning the wheel. Knowing the cycling history of our friend, we felt our efforts would prove unavailing, and we were correct, as the sequel showed. We say above, "knowing his history," &c. "Well, what was his history?" you ask. In brief, interested reader, it is one of "scorching" and "records." He was one of those unfortunates who has mistaken paste for diamonds and tinsel for gold. The cyclometer was the little god our friend worshipped, not as the very necessary and useful instrument to record distances in a pleasant ride, but as the miser sees the gold coin in his safe, not as a means of procuring comforts, but as one more added to the horde not to be parted with. So our record fiend prizes the miles recorded, not as reminders of a pleasant hour's time on the country roads, but as evidence of another mile added to the thousands he has already covered as an automaton, and with as much appreciation of nature's wealth and beauty as the machine of steel and rubber that he bestrides.

Out, on the nature that does not respond with quickened pulse at the sight of a well-contested race on road or path. All honor to those who thus honestly strive for fame or dollars on the cinder circle. That is an ambition of a different kind from the rider who, in cold blood, aims to put miles behind him, oblivious to all his surroundings except those of grade and surface. Club members have thought they were doing a good thing in offering medals for the longest distances ridden in a given time. We are aware we place ourselves in a position to call down a perfect storm of indignation when we say that these misguided medal offerers are doing the sport absolute harm; as we assert, without any reservation, that nine out of every ten men who capture or contest for these long-distance prizes will give up riding much sooner. Some will say, "How can you prove it?" We answer: Investigation will show that the average riding life of the man who uses all his senses while taking a brisk ride is twice as long as that of the scorcher, and the reason is that the former gets in one day's ride more real enjoyment and benefit than the inveterate record man can possibly get in one whole year. Show us the man who is struggling for a 5000 mile "record," and we will show you a cyclist who by the time his ambition is reached will have such a surfeit of bicycling that he will turn toward the opening of the following season with a decidedly jaded desire for riding, even if he does not turn away from it with absolute disgust.

Such cases are the "dissipation of cycling," and should be avoided. In our paper and in our talks with tyros we have always preached "moderation," because in "excess" we can see the inevitable result. We agree with Mr. Hillier in so far as his idea of super-intelligence is applied to cycling on the road. The towns of A and B are twenty miles apart; to Jones this means a desire to get there in a much shorter time than that done by Smith; or it may convey the significance that to traverse it will make his cyclometer turn the four thousandth mile, and with that intent he goes over it. The sweet air, the thousand and one beauties and events of interest that pass and take place within hearing and eyesight are as naught to him; the four thousandth mile is reached and he is happy. We have preached this anti-scorching doctrine many times, but it is a subject that will bear reiteration—hence we reiterate.

ANY lady cyclist who desires to make to any other cyclist (or *vice versa*) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

If the riders of New York are made of the same stuff that they are in classic Boston the road between New York city and Tarrytown will swarm with cyclists immediately after the clocks strike the midnight hour on the 31st of the month, for we hear that the

proprietor of the Franklin House, Tarrytown, N. Y., will present a two-quart bottle of wine to the first New York city wheelman who arrives at his house in 1888. Our own palate grows dry and parched when we think of that two quart bottle.

ECK RAPS THE FIFTY-MILE IN-DOOR RECORD.

At the Washington Rink, Minneapolis, Dec. 10, Tom Eck rode fifty miles in 3:18.50, which is record for that distance in-doors.

DINGLEY'S 24-HOUR IN-DOOR RECORD, 350 1-2 MILES.

FRANK DINGLEY is a worker, a doer of deeds, and not a talker, and so he has been working persistently to get himself into condition to beat W. J. Morgan's 24-hour in-door record of 317 1-8 miles, in December, 1886, made on the same track Dingley had selected for his trial. At 9.25, Dec. 10, at the Washington Rink, Minneapolis, F. Dingley was started along on a new 53-inch Champion Light Roadster. McCurdy took him along for eleven miles, and then Whittaker and Knapp succeeded each other in the performance of the pacemaker's duty. The first two hours Dingley had put 36 miles behind, and by the time the watches had recorded 5h. 22m. 25s., he had covered just one hundred miles. For the first time since starting, he got off his wheel, and was absent from the track nearly eight minutes. Again he got into his saddle, and did not leave it until the second century had been covered, on the completion of which an examination of watches showed the time as being 12h. 56m. 50s. since the start. This time he took a rest of twenty-five minutes, had a good rub-down, and came out for the third time feeling fine. As he crossed the 250-mile mark, the timer gave the time as 16h. 39m. 42s. He again took a short rest of five minutes, and then he pegged away for the 300-mile mark, which he reached in 20h. 16m. 12s., and then he got off for a short final rest. The strain was evidently beginning to tell on the plucky rider, but Dingley's strong point does not lie all in speed and endurance, for when these have been taxed to a pretty high point, he calls in his reserve force of grit, and then he gets there sure. It was a hard pull from the 300 to the 350, but his pacemaker cheered him on his way, and the crowd did what it could, by keeping up a continuous cheering as he sped round and round. The 325-mile was passed in 22h. 6m. 55s., and poor Dingley was very tired. Still, he hung right on to his pacemakers, determined to do the 350, or die in the attempt. He was looking worn out, but his legs kept up their piston-like regularity, until at 9.21.58, just 24 hours, lacking 2 seconds, from the time he started, he had covered exactly 350 1-2 miles, and so got the in-door record by a large majority.

Dingley was carried to his room, where Eck and a doctor were all ready to make the "good old" fellow comfortable. After a good rub-down and an hour's rest, he once more began to feel as though he had a pair of legs, and he said he was feeling "almost all right again." Dingley is a Minneapolis boy, and his success was very popular.

[We imagine our correspondent forgot to give us the names of the officials. We have written for them.—Ed.]

SLEEP AND CYCLING.

At the meeting of the Society of Cyclists held last Tuesday, Mr. Alfred Nixon read a very interesting paper upon this subject. The statistics unearthed by Mr. Nixon merit a wider circulation than even our friends of the society can give them, and we accordingly summarize as follows, asking our readers to imagine Mr. Nixon's apologies to the learned assembly for his want of experience in the matter of compiling and reading such a paper, an apology, by the way, but little needed. Mr. Nixon selects the long-distance rides of Messrs. G. P. Mills, T. R. Marriott, James Lennox, and himself for the purposes of his paper, as follows:

MR. ALFRED NIXON'S RIDES.

1882. August 31st—"Premier" Tricycle, weight 105 lbs., including all luggage; distance, 1,007 miles; time 14 days; rest, about 112 hours; riding 224 hours; pace, about 5 miles an hour, including stoppages; 9 days wet; average distance per day, 72 miles.

1883. August.—London to John O'Groat's. "Sparkbrook" tricycle, weight, 90 lbs.; distance 750 miles; time, 9 days; rest, 72 hours; riding, 144 hours; average pace, about 5 1-4 miles an hour, including stops; average 84 miles.

1884. August.—Land's End to John O'Groat's. "Imperial Club" loop frame, weight 90 lbs., with luggage; distance 865 miles; time, 8 1-2 days; rest, about 64 hours; riding 140 hours; pace, about 6 miles an hour, including stoppages; average distance per day, 101 miles.

1884. August.—London to Edinboro'. "Imperial Club," central gear, weight about 80 lbs.; distance, 400 miles; time, 2 days 23 hours; rest, about 17 1-2 hours; riding, about 54 hours; pace, 7 3-4 miles an hour; average per day, 132 miles.

1887. April.—Edinboro' to London. S. S. S. tricycle, weight, 68 lbs. Left Edinboro' Good Friday; reached Belford (72 miles) at 1 A. M. on Saturday; rested on doorstep in rain 1 1-2 hours, and eventually reached Newcastle (120 miles) at 6 P. M., 30 hours from Edinboro'; average pace, 4 1-2 miles an hour. Weather and roads simply awful; nearly frozen.

MR. G. P. MILLS'S RIDES.

The following are the particulars of Mr. G. P. Mills's two rides from Land's End to John O'Groat's; the first being on an ordinary bicycle; the second on a tricycle, weight under 60 lbs., with pacemakers all through, viz.:

Land's End to John O'Groat's, 865 miles (on bicycle).—
First night.—3 1-4 hour.
Second night. No rest; rode right through.
Third night. 3 hours' sleep in clothes on board steamer and in railway carriage.
Fourth night. 1-2 hour on sofa in clothes.
Fifth night. No rest; rode right through.
Land's End to John O'Groat's, 865 miles (on tricycle).—
First night. 3 1-2 hours in bed.
Second night. 3 hours in bed.
Third night. 1 hour in bed.
Fourth night. 2 hours in bed.
Fifth night. 1 hour in clothes on sofa.

MR. T. R. MARRIOTT'S RIDES.

Mr. T. R. Marriott, who for a long time held the tricycle record between Land's End and John O'Groat's, writes: "When I first thought of going the John O'Groat's trip I had never ridden more than twenty-four hours at a stretch, so was rather doubtful whether I could last out many days with only two or three hours' sleep per day; but from my experience in several twenty-four hours' rides I found I was seldom any the worse, but generally rose as usual the next morning without feeling sleepy, so I planned out my journey, leaving only from three to four hours per day for sleep, and I found I could carry out this in practice without undue disarrangement of my health; in fact, I had much less on the average during the six days. I believe I was the first to try the experiment of having so little sleep on the John O'Groat's course. At the finish I went to bed at 9 P. M., and was up again for breakfast at nine the next morning, although for a full week afterwards if I sat down in an easy chair or on a sofa in a warm room I was asleep in five minutes. This actually occurred to me several times. The only time on the journey when I felt the want of sleep or felt drowsy was just before reaching Kingussie at 2 A. M., and I had then been eight hours riding in a snow storm and in the dark, and had ridden from Kendal to Kingussie with only one hour and forty-five minutes' sleep, a distance of 260 miles, over a very mountainous roads (and the next 200 miles I had only 1 1-2 hours' sleep), and here I dismounted my machine and laid my head on the saddle and slept for five minutes and then went on without feeling the slightest return of drowsiness. In conclusion, my idea is that if any one were trained for three weeks to go with very little sleep, say commencing at six hours a night and then working down to two and given a week's rest before starting, he could do the John O'Groat's ride with about six or eight hours' sleep only.

MR. JAMES LENNOX'S RIDES.

Mr. James Lennox, of Eden Bank, Dumfries, who has ridden over the John O'Groat's course oftener than any other rider, writes: "In answer to your enquiries as to how sleep affected me in my long rides I can say:

First—I required on an average from two to three hours, and I found this quite sufficient.

Second—I preferred to get it (in the long days) about twelve or a little before that, and get under way next morning about 3 o'clock.

Third—If I went to bed as late as 1 A. M., I could always wake myself by 3 A. M., without the aid of Boots or alarm clock.

Fourth—I have ridden three days and nights without once shutting my eyes, and only felt, about midnight, rather overtaken with sleep, but this wore off and as day broke I never felt I had been without it.

I found it a great help to keep me from sleeping to hold my head under a pump or a small cascade of water, as it cooled my head, and washed any dirt out of my eyes.

I have fallen asleep on my bicycle, but only, so far as I can recollect, on two occasions; the first, a friend met me and found me pegging away sound asleep; and the other, I found myself in a hedge.

The last time I rode from Land's End to John O'Groat's I slept

but little, although my energies were taxed to an extra extent, as I never once had a dry day, and my longest sleep was two and a half hours; but, as you yourself know, two hours of such sleep is worth eight hours of an ordinary one.

I may be the exception, as my usual sleep all the year round is on an average about five hours.

My long rides have been conducted single-handed, and I don't know how I should have done had I had an attendant with me.

My age is thirty-one, and my rides have been undertaken for the last seven years.—*Wheeling.*

ANY lady cyclist who desires to make to any other cyclist (or *vice versa*) the most suitable Christmas present which so small an expenditure can possibly bring, should send \$1.25 to this office and receive post free by return mail, a copy of "MY CYCLING LOG BOOK."

BICYCLES AND TRICYCLES.

(From Road and Roadside.)

(Continued.)

The use of cycles under certain restrictions on sidewalks is permitted by ordinance in Paris, and some other European cities, and such use is not specifically prohibited by statute in most of the cities of this country and of the English-speaking cities of the world. Neither is there a special prohibition of the use on sidewalks of carriages, wagons, sleighs, and other road vehicles and animals; but there is a clear distinction in law between the right to use a sidewalk on foot and the right to use it with horses and cattle and carriages. (130 Mass. 330.) Sidewalks are chiefly and primarily intended for the use of foot passengers, and it seems reasonable that the use of them should be forbidden to bicycles, tricycles, and other vehicles. It seems no court of recognized authority has ever decided, as a matter of law, that a bicycle or tricycle cannot be used on a sidewalk; and should the question arise, it would probably be left to the jury to say whether the sidewalk had been improperly used, under all the circumstances of the case. (2 Foster & Finlason, 570; 138 Mass. 1.) Bicycles and tricycles are permitted to be used in Fairmount Park, Philadelphia, and in many of the other public parks and commons of this country. But their use is not allowed in some public parks and commons. And where their presence is forbidden, by parties duly authorized by legislative authority, the courts sustain their decisions as within their discretionary power.

In England, by Act of Parliament, (41 and 42 Victoria, c. 77, §26.) the county authorities are given power to regulate the use of bicycles on the highways, and any violation of their rules and regulations relating thereto, is punishable by a fine not exceeding two pounds.

In this, and many other States of the Union, cities and towns have authority to regulate by by-laws the use of the public ways therein within the limits prescribed by the legislature. (Pub. St. c. 27, §15 and c. 53.) They may prescribe the maximum rate of speed at which animals and vehicles shall be driven, and also prohibit their use upon the sidewalks and their stopping upon the crosswalks. This authority is vested in the county commissioners in some of the States, and frequently park commissioners and trustees of cemeteries are clothed with power to regulate and prescribe the use and management of animals and vehicles within the territory under their control.

In the matter of Wright and others (36 N. Y. 357.), it was decided that the Park Commissioners of New York City have power to adopt ordinances prohibiting the use of bicycles in the Central and other city parks. The act of the Legislature creating the board of commissioners, gave them the full and exclusive power to govern, manage, and direct the said parks; to pass ordinances for the regulation and government thereof. The parties under arrest for violating the ordinance of the commission, claimed that the ordinance was unreasonable and illegal. The court, after reviewing the case, came to the conclusion that the ordinance was within the discretionary power of the commissioners, and that the court cannot say, as matter of law or fact, that it is unreasonable.

Most of the existing statutes relating to highways and their use were enacted before the bicycle and tricycle were known, or before they had come into general use, and therefore they have to be interpreted by the courts in their application to these vehicles, in view of the object of each statute, rather than by any specific use of the language therein. So there may lurk in these old statutes possibilities of safety, and perchance of danger, to the cyclists, little dreamed of by the authors of the acts.

In 1879, one Goodwin rode his bicycle at such a furious pace through a public street in London that he knocked down and in-

jured one Taylor. Taylor sought redress at law, and the magistrates of Highgate convicted Goodwin for furiously driving a carriage in a highway, under an Act of Parliament passed in 1836, which prohibits any person from riding any horse or other animal or driving any carriage so furiously as to endanger the life or limb of any passenger. Goodwin having succeeded in riding his bicycle at a break-neck speed through a public street, appealed the case, and undertook to drive his bicycle through the Act of Parliament. His counsel argued before the Queen's Bench that a bicycle is not a "carriage" within the meaning of the act, nor can it be said to be "driven" in the ordinary sense of the term. Bicycles were unknown when the act was passed. The act refers to carriages drawn by horses or other animals. A person is never said to "drive" a bicycle. The fact that a bicycle has wheels does not make it a carriage. A bath-chair or wheelbarrow would not be a carriage within the act. It would be far too wide a construction to hold that every apparatus by which a man is carried is a "carriage." Wheeled skates would be a carriage under such construction.

The Court of Queen's Bench decided that Goodwin had been properly convicted, and said: "It may be that bicycles were unknown at the time the act was passed, but the legislature clearly desired to prohibit the use of 'any sort of carriage' in a manner dangerous to the life and limb of any passenger. The word 'carriage' is large enough to include a machine, such as a bicycle, which carries the person who gets upon it, and such person may be said to 'drive' it. He guides as well as propels it, and may be said to drive it as an engine-driver is said to drive an engine. The furious driving of a bicycle is clearly within the mischief of the act, and seems to be within the meaning of the words, giving them a reasonable construction." Thus it has been decided that a tricycle capable of being worked by steam as well as by treadles, is a locomotive within the meaning of the Locomotives Act of Parliament, 1865, which provides that "every locomotive propelled by steam, or any other than animal power, on any turnpike road or public highway, shall be worked" according to the rules and regulations thereafter contained. Sir Thomas Perkins, Bart., invented the motor tricycle after 1865, and used it upon the public highways without complying with the rules and regulations of the Locomotives Act. It weighed about two hundred pounds, and the tires of the wheels were of India-rubber, and were about one and a half inches in width. It was capable of being propelled by the feet of the rider, like the ordinary tricycle, or by steam as an auxiliary, or by steam alone. There was no smoke, no escape of steam into the air, nor anything to indicate that it was being worked by steam, nor anything which could frighten horses, or cause danger to the public using the highways beyond any ordinary tricycle. Lord Coleridge, C. J., in rendering the decision of the Court of the Queen's Bench, said: "It seems scarcely necessary to do more than to read this description, in order to show that the tricycle in question comes within the words of the above statutes as being 'a locomotive propelled by steam, or any other than animal power.' It cannot be less within this description because it is capable of propulsion in the ordinary way, by the foot of the rider, it being expressly found in the case that the steam power was sufficiently powerful to move it if desired, without the foot motion. It was argued, however, on behalf of the appellant, that such a machine could not have been within the contemplation of the framers of the statutes in question, which apparently were intended to be directed against the use of locomotives larger in size and heavier in weight, and therefore more dangerous to persons using the public highway, than the locomotive in question. It is probable that the statutes in question were not pointed against the specific form of locomotive which is described in this case. Indeed, such a locomotive was not known when they were passed, and possibly not contemplated. As, however, it comes within the very words of the statutes, it seems to us that we cannot, on any true ground of construction, exclude it from their operation; and it may be observed, that even if the fullest scope be given to this argument, the explanation that the principle of invention was capable of extension to larger carriages, would show that a locomotive similar in construction and principle to that which is the subject-matter of this case, might, by reason of its size and power, become much more dangerous; and if this be so, the question to be considered in each case would not be whether the locomotive in question properly came within the language of the statutes, but whether, by reason of the size and weight of the particular machine, it came within the mischief supposed to be contemplated, which show that such an argument is vicious." (7 Q. B. D. 317).

(To be continued.)

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MESSRS. SINGER are the first among cycle manufacturers to be favored with war office patronage, having recently received an order for a variety of machines, including a twelve-in-hand "Victoria."

THE improvements now being made, and which are nearly completed, by the Hart Cycle Company, will give an increased boom, without doubt, to things cycling in Philadelphia. The whole lower floor of the building has been thrown into one large show room, the apartment formerly given up to the repairing of machines now being devoted to the exhibition of them. The repair shop has been removed to the second story, and instead of having to send heavy work to West Philadelphia for attention, everything in the way of repairing can now be done nearer home. Up to the present time Philadelphia has not been as well fixed as other smaller cities in the matter of facilities for attending promptly to the needs of cyclists, but everything progresses, even race meetings.—*Philadelphia Item.*

OUR Irish contemporary, the *Cyclist and Athlete*, is responsible for the coinage of a new word, "noteleer." We judge from the way in which Mr. Mecredy used it that he wishes it to take the place of the noun, "correspondent." We admire the ingenuity of the gentleman, but we scarcely think it will be generally used, as the "dictionary word" is amply expressive for our present needs.

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THE Lincoln Bicycle Club house, of Chicago, situated at 567 North Clark street, is thus described by an old correspondent of the *Journal*, "Geis": "It presents a comfortable, handsome appearance to the passers by, but he who pauses to look within can see the handsomest and best arranged club house for bicyclists in the city. A great part of the basement is used for the wheel room, a cosy little repair room, bath rooms and furnace room, and a place for lockers when the gymnasium is built. The first floor is papered in a delightfully artistic style, presenting a pleasing picture to the trained eye that looks for harmony. Two very large parlors, a gayly-arranged card room and library are on this floor. The second story is devoted to a large reading room, where one can find all the cycling papers, popular weeklies, magazines, etc., on their respective files. Another very large room is devoted to billiards and pool, a case of imported and domestic cigars, where a member can buy three LaGratitudes for a quarter—they sell fifteen cents straight everywhere—and a member can actually save enough on cigars to pay his monthly dues. One more card room we find on this floor, proving that the club has some very "gamey" members. The Lincolns will buy their house and build on to it a gymnasium."

Sport and Play, published at Birmingham, England, notices some trivial mistake made by an American cycling journal in a statement relating to the N. C. U. and the *Review*. It winds up by saying: "Some of our American exchanges are not up to date." All very good, but for a paper that is so very hypercritical, the following item is a corker: "Senator Morgan has ventured to boast that *his cow-boys* (italics ours) can give the cyclist a day's start, and beat them."

THE January *Outing* will publish Tom Stevens' celebrated ride of 1800 miles along the Grand Trunk road of India, from Lahore to Calcutta. His description of the burning Ghats at Benares, and his adventures in Delhi, Lucknow, Cawnpore and other native cities, made memorable by the tragic part they played in the Indian Mutiny, is most fascinating reading. The illustrations will include a "nautch" by Indian dancing girls and the renowned Taj of Agra, and are by Messrs. Moessner & Knickerbocker.

THE clubs in Philadelphia must be booming, as we are told that "The combined membership of the different Philadelphia cycling clubs must now foot up in the neighborhood of 700. Two clubs alone divide between them almost equally 300 of this number, the Philadelphia Bicycle Club is not far behind with over 100 members, while the South End Wheelmen can count up nearly 50."

We learn from the *Bee* that the following alterations at the Lynn track to accommodate the base ballists are to be made early next spring: "The dressing room or trainer's at the lower end of the track is to be moved to the upper end, near the grand stand, for the use of the players. The grand stand will be improved and its seating capacity increased, and better accommodations are to be given to single admissions, and also to the scorers and newspaper men. Although no extensive alterations will be made, these, the most necessary, will be commenced early in the spring."

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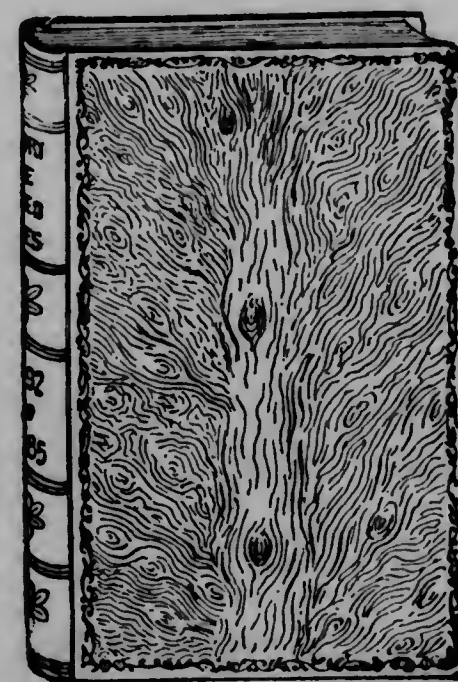
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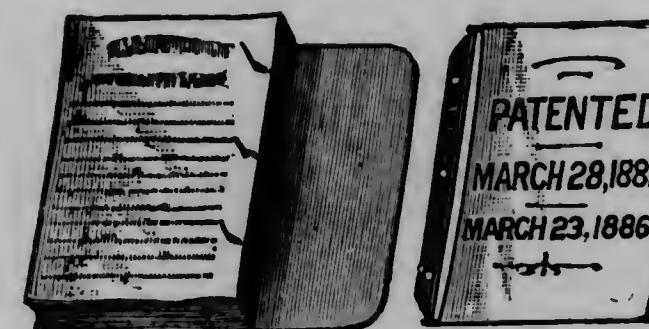
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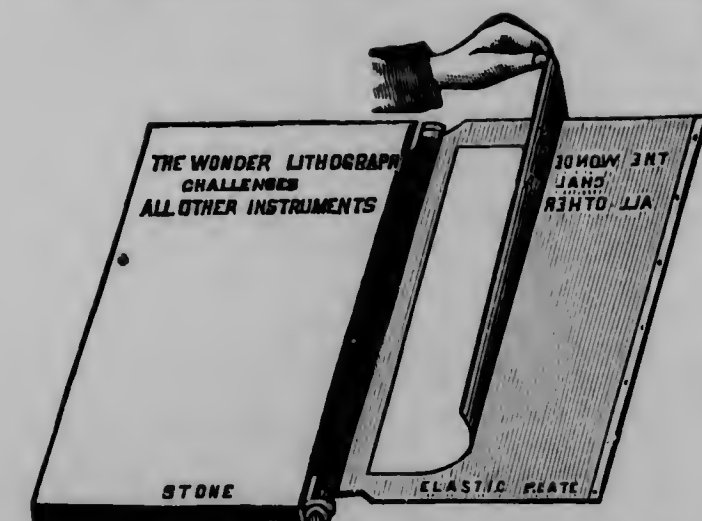
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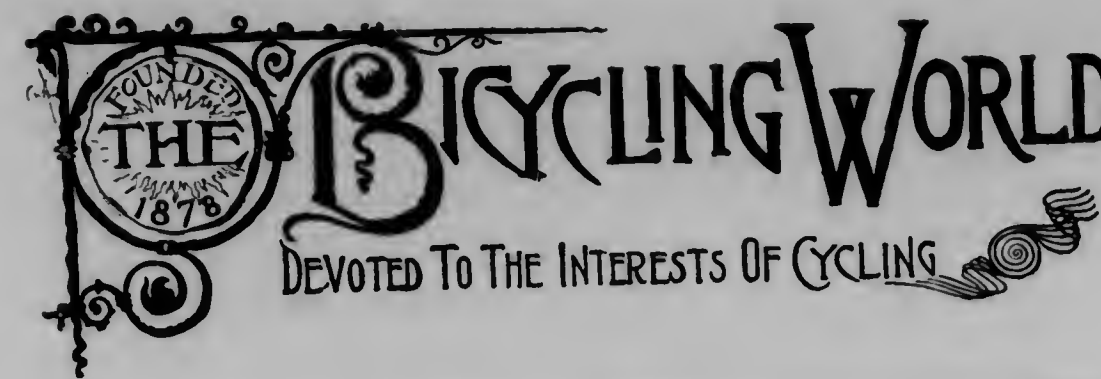
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 30 DECEMBER, 1887.

OUR subscribers must pardon us if we are a bit late in this and the next issue, as Christmas Day and New Year's came at an awkward time of the week.

WOULD it not be churlish at this season of the year, if we did not in some way wish all our good friends our heartiest good wishes. Let the cynic "pooh, pooh," the custom, and aver that Christmas and New Year's greetings are "words, mere words." That may be so, but let such who are tempted to scoff at the "words" and the feelings that prompt them, bear in mind the fate of Scrooge in one of Dickens' incomparable Christmas stories. The tendency of the age is altogether too much utilitarian, and, in fact, it has come to pass that a man who dares to show the least feeling or sentiment, is looked upon by his more practical fellows as being a weak chap and one to be kindly tolerated. To smother all motives except the utmost selfishness, seems to be the proper caper nowadays; the "milk of human kindness" has turned sour in the misanthrope's stomach, and he regards life through jaundiced and distorted spectacles. Thank goodness, we are not all cynics, and that occasionally a hearty word warmly spoken receives a like response. Yes, the wish, "a Merry Xmas and a Happy New Year," is a chestnut, a good old, hearty old "chestnut," and one that should improve with age, and does improve if the heart is in the right corner.

The Boston Bicycle Club will celebrate one of its birthday parties to-morrow evening.

An exhibition of the Kempster Rowing tricycle was given at the Mechanic's Fair Building on Thursday afternoon.

RALPH TEMPLE beat Bob English in a ten-mile race at New-castle, England, lately; and Dick Howell got beaten by W. Wood at same place and same date in a five-mile race.

ONE of the good results of the recent visit of Her Majesty Queen Kapiolani to the Modern Athens, was that she became enamored of tricycling, and she now astonishes the parrots and monkeys of her native jungles by making records on a two-track Columbia.

WM. ZABLE, of Louisville, Ky., will bring suit for damages against Edward A. Lawson of the same place, because, forsooth, Zable's horse became frightened at Lawson's bicycle, ran away and smashed things generally. As to the damages, so long as Lawson was riding his bicycle within the law, we can only say to William: "Don't you wish you may get it?"

"A GHOST STORY."

It was past four o'clock, and the "staff" of our journal had beat a hasty retreat from the editorial sanctum, each wishing us a Merry Xmas. The day had been one of unexpected quiet, and little remained for the editors to do. So, taking a choice "flor del Cuba," one of a box presented by the generous and appreciative proprietor, we lit the fragrant weed, and adopting the position peculiar to Americans, we let our brain go wool gathering.

The December twilight quickly gathered, and as quickly departed. No sound save the click of the elevator was heard; and the familiar features of our clerk gradually assumed fantastic proportions; and the staid, reliable, old safe, custodian of our subscription list (circulation sworn to) seemed to present to our dim, curtained vision an appearance foreign to itself. The painted allegory on its face of a woodland scene faded, only to be replaced by what seemed like unto the features of a pale, wan face. A face indistinct, but peculiarly intense; a pair of tear-dimmed eyes shot their brilliancy across our desk towards us; the *fant en sembler* was one that told of opportunities, of "moments of gold" basely deserted. With a slight but perceptible shiver, the same figure advanced, and then we saw that round his neck he bore a chain, from which dangled a large iron ball. Some-what inquisitive, we tried to read the inscription thereon, but could only decipher the following legend: RACING BOARD. This in years past was a popular legislative committee of our national organization, but many weary moons had lapsed since its popularity had faded.

Animated with the hope of gleaning some information for the readers of the BICYCLING WORLD, we broke the silence and timidly asked our visitor's name. In a voice tremulous with emotion, the figure replied:

"I am the ghost of cycle racing, once the worshipped and followed of all true wheelmen, but, alas, dethroned and garroted by the chain which I now bear."

"Why should you visit our habitation, when much more familiar faces might be met on School street?" we asked.

"Why, oh, why, indeed?" came our answer. "The bonds of union are now severed, the familiar faces are now seen in their true light; the faces I thought friendly are now the faces of my assassins, and to them and the cursed burdens I bear, I trace my present abject condition."

"Tell us your sad story, oh ghost of racing," we asked. "Tell it completely, tell it fairly and our journal shall carry the story of your wrongs to the uttermost ends of Chelsea."

Seating himself on the serrated edge of our office press, the decrepit old ghost wheezed out the following sad yarn:

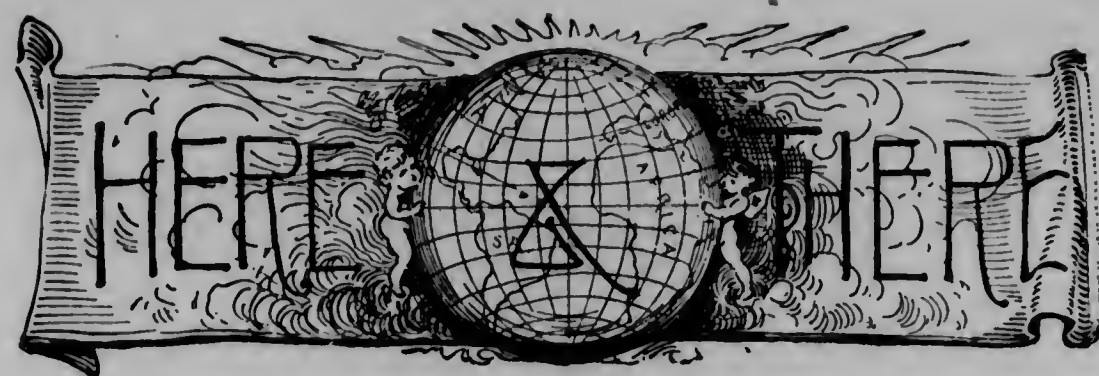
"I will not take your time in recapitulating my lusty youth and glorious manhood, the history of this is written in the success of Springfield, in the world-wide reputation of our mighty records; suffice to say that I flourished and grew like the girl of my erstwhile boss. The cycling world was filled with the story of my greatness, and anticipation of future victories, founded on evidences of past success, pointed to me as the greatest of my species. Albion and Gaul recognized my pre-eminence by sending her speediest sons to take part at my jousts, and Columbia gave the greatest of racing men to my service. Alas, now my greatness has departed, and like unto a club in this great city, I exist only in name."

"Tell the story of your assassination," we said. "With a groan our grim caller continued: 'Whilst in the full tide of my manhood, I was basely deprived of my speediest youths by a board of amateur legislators, whose knowledge of my requirements was not gained by experience, nor their action governed by intelligence.'

In the hope of catering to every passing breath of public opinion, they basely betrayed the charge intrusted to them, and for reasons or whims known only to themselves, left me childless and alone. But my revenge is at hand, and already the public, my creators and patrons are clamorous for the dismissal of the gross incompetency that has attached this ball and chain to me. Their downfall and epitaph is written on the grass-grown courses of Lynn, of Hartford, of Roseville, of peerless Springfield, and with the strength of a new generation of cyclists. The famous Jersey doctor and his followers are likely to be deposed. Already new blood is coursing through my emaciated frame. The return from long banishment of my promising sons, and the demand for a more liberal interpretation of the amateur law, bespeaks a period of coming greatness, and a return once more of my supremacy."

My chain must be broken. My progress in the interest of healthy, honest racing must not be interfered with by a lot of meddling old fogies. I feel the spirit of prophecy, on this the eve of Xmas. The coming year, I ask to be one of prosperity. Won't you, Mr. Editor, ask your readers to support me, to aid me in gaining my freedom, to raise up a champion for me."

The ashes dropped from our cigar. Following the ashes with my eyes, momentarily I lost sight of the ghost of racing; when I raised them he was gone.



LEAVING the gay French capital on Friday, Nov. 25th, by the "French Express" (which, by the way, is slightly inferior to British railroad travelling), and after a ride of six hours, landed us at Calais, and in a few minutes, the handsome little steamer, "Express," commenced to battle with the turbulent waves of the Channel. Arriving in the "city of all cities" (London) at 7 P. M., we found "good old London" enveloped in a very "fine and large" fog, which made navigation by foot or cab very difficult indeed.

HAVING an hour to spare, I took the underground railroad, and in thirty minutes the murky, crowded cars deposited us in front of the mammoth iron building, designated "Olympia," in West Kensington, now used by the splendid equestrian display of the famous Paris Hippodrome. The immense proportions of the above structure can be better imagined when the fact that a thoroughly-equipped military railroad is in full blast, to illustrate warfare in the desert. The train dashes out of one end of the building, full of uniformed soldiers, and circles the building at full speed. It stops, discharges its cargo, and whistles merrily, and disappears the way it came in.

THE performance given by the management of the Hippodrome rivals even Barnum's, and the tone in which the show is conducted, further enhances its value. Mr. Henry Houk, the manager, is a Frenchman, with a good knowledge of English, and a few minutes' talk with the famous manager in his private office was full of interest. Mr. Houk counsels against cycling enterprise in Paris, and in fact, all France, and gave me much useful information, as only a first-class manager can. If things can be arranged in Paris, the fates will be tempted, and the issue will be either costly or profitable. It is certainly worth a trial.

ARRIVING in this city, Newcastle-upon-Tyne, I found the preliminaries for our six-day race, which closed last night, in a very favorable condition, thanks to the efforts of Mr. T. D. Oliver, the pushing agent for Rudge & Co., for the northern counties, and who has a very handsome depot in the centre of the city.

THIS is our third visit to this district, the Woodside-Battensby and Temple-Medinger matches last summer, being our former business here. Newcastle has a population of some hundred and fifty thousand, with another two hundred thousand within a dozen miles of it, and the district is known as a "sporting one." The entire district was liberally "billed," so it was no wonder the prices had to be doubled on the last night, and even then the order rang out, "stop selling tickets," as the safety of the bridges and competitors were in danger from over-crowding. The Mayor (Mr. Stevens) and the members of the City Council were present at the start, and before the word "go" was given "His Honor" addressed a few words of encouragement to the "boys," recommending at all times, temperance as a means to excel, as the Mayor is a strong temperance advocate. During the "lecture" several sly looks were directed to "Dick" Howell, who looked uneasy during the "address."

THE track was built by the famous ex-champion, G. W. Waller, now engaged in a large way in building enterprises, his two brothers being members of the Town Council. The track was only twelve laps, and was a model of good board track building, and perfectly safe, the curves being raised three feet in twelve, so that the "sprinters" who were engaged in short contests during the week, pedaled often at a 2.40 gait at the finish. To see the mammoth champion, Howell, slip around on a 56-inch "board machine" was a caution. By the way, Howell has "sworn off," and henceforth will be a true apostle of the "blue ribbon brigade." He is rapidly improving his speed, even on a small track, and next year will be faster than ever.

THE race just closed was remarkable for the fine riding of another Scotchman, James Young of Glasgow (late of Aberdeen). It will be remembered Young is the man who, in making his debut in Aberdeen, defeated Howell, and won the three-hours-per-night race. The way "Jimmie" stuck to his work and chased the veteran six-day

Battensby home at the finish, has already made the Aberdonian popular. Remembering it was his first six-day race, and his sitting the eight hours each day, and his age being only twenty years, and the distance beating all previous eight-hour-per-day records, is all the more remarkable. Battensby by rather questionable riding succeeded on Saturday (the last day), in gaining a lap on Young, with the help of two henchmen, local riders, who did all they could to pull their man through by pacing, while the Scotchman was alone, barring a little help in pacing by little Charlie Terront, of France, who finished third out of eight starters.

THE little Frenchman, it will be remembered, composed one of the team that Harry Etherington brought to America (in 1880, I believe), and who rode second to Waller in the two great contests in London, in 1879, being, Waller declared to me the other night, the hardest contests he ever rode. Terront forced Waller to remain in the whole ten hours the last day, to win the championship belt. Terront, like Dubois, can speak but little English, but the good-natured crowd is very fond of the French lad, and cries of "gang on Charley," never cease. When the band strikes up the "Marseillaise," away dashes Terront and Dubois, and create great excitement by their dashing style. Poor Dubois, through a very bad knee, broke down the first twenty miles, and after consulting a surgeon, the American team decided to pay his expenses and send him home, as Dubois is a fixture with the team, being an exceedingly gentlemanly and popular rider. His past performances are too well known to need recapitulation here.

THE distance covered in the six-day, eight hours per day, was 792 miles 3 laps, Young just beating Battensby by half a wheel, with the rest of the lap to the bad. The record for America was made on the Minneapolis track by the writer, and stood as a best on record (728 miles, I believe) until last week's here, which eclipses all previous times made. The sprinters who rode short races during the week, were Howell, Wood, English, Lees, Cleminson, Temple, Morgan, and others.

Two short races each night, with "trick" riding by Temple, as Malby is at present disabled with an injured leg, kept the audience fully interested. The "gate" on the last night was a "best on record" for this district, and for England, for that matter, as it has never been approached.

AT last I have in my travels found a National Cyclists' Union official who takes a broader view of cycling as a sport than his Edinburgh and London confreres—Mr. Hart, the Secretary of the local centre of the N. C. U., convened a special meeting of his officers, as the local amateurs wanted a race; so we decided to give them good prizes for a two-hour-per-night race, extending over three nights, under N. C. U. rules and the American team's management.

YOUR correspondent will be present at Hartlepool on Saturday (D. V.), and will endeavor to give you an account of the launching and christening of the *Cyclist's* "Jubilee Life Boat." I telegraphed Mr. Sturmer to-day, stating the American team and the whole of the competitors in the late race would be present. It will be a deserved "big day" for Henry Sturmer and W. S. Iliffe and their "Cyclist" Life Boat. We'll drink you health, Mr. Editor, and hope to return to Birmingham none the worse for the "christening."

YOUR editorial "warning" regarding the proposed visit of an European aggregation under the "Senator's" eye, and the possibility of the Roseville and Lynn tracks being *hors de combat* by that time was duly noticed, Mr. Editor. In case we decide to invade America next year no two tracks or a half a dozen will stop our invasion. In the first place I would not think of touching Roseville, as in my opinion the track is too far out, and you cannot get the public, no matter how interested they are, to go eight miles to see a bicycle race. I would just as soon think of having Edwin Booth or Madame Patti "perform" on the prairies. You must give the people a chance to get to a meeting. We will find tracks all right, if we have to use some of the good trotting tracks which abound in America. However, as we have not fully decided to run away from our friends here yet, the scheme is only a premature one.

PERSONALLY I feel sorry for the repeated failures of cycle meetings and road races in the States the past season, and from letters I have received I can point to a satisfactory theory why there should have been failures.

By the way I notice T. W. Eck can find "five men who can beat Ralph Temple." In case we decide to return to America I will be under the painful necessity of asking him "to put up a little coin of the realm for four out of his five." Kindly bear this in mind—my memory will remain exceedingly good on the above point.

HOWELL and Temple will possibly both be matched against the latest "phenomenal rider," W. Wood of this district, inside of a

week from now. The distances will be 15 and 20 miles. Wood defeated Howell last summer after "Dick" had been on one of his little rackets, and Wood's supporters, who are wealthy people, think Wood is actually faster than he really is. Howell has his measurement to a yard, and there will be a "million to one," to use a local expression, when they meet. Temple can, I believe, also beat the Northerner, and the stakes will be £100 a side. The races will very likely take place in April—on Easter—and on a local track.

WOODSIDE is still in Ireland, but will rejoin us at Birmingham at the commencement of our week at the well-known Bingley Hall, December 26, "Cowboys vs. Howell, Woodside and Terront, is a six-day—eight hours per day.

NEW YORK.

"THE RAVEN."

THIS is the season of the "turning over of a new leaf" in life, of replacing your old calendar by a new one, of altering a 7 into an 8 in beginning your letters, and of writing up a review of the last year's failures and successes in the cycling world. Of these, I have completed my full quota of the first three, including a most exhaustive paving contract in the good intention line, and I am now going to finish the job, by attempting to review the year of 1887 in wheeling in New York.

WHAT 1776 was to this country, so will 1887 ever be in cycling history. The passage of the Liberty Bill, through the agency of Chief Consul George R. Bidwell, and Mr. Isaac B. Potter, of the Rights and Privileges Committee of the L. A. W., marked the first appearance of the cause of the wheel upon the stage of American politics, and the freedom secured wheelmen by its passage was to them fully as great as that gained for us by our forefathers in 1776. The result has been felt from end to end of the country, and far and wide has brought dismay into the camps of the "road hog," and his servant, the dogberry justice, and the assinine Common Council of backwood villages, who had been wont, when growing tired of spitting tobacco juice at an inoffensive stove, to turn their gigantic intellects in the direction of illegal local laws against wheels and wheelmen. When, however, from New York came the news that the Liberty Bill had passed, in an instant all was changed: wheelmen were no longer an unsupported, unclassified set of human beings, at the mercy of every local board throughout the country, but backed by the support of the passage of this law by the greatest State in the Union, they became at once a power, to be treated as such, and not to be further wronged with impunity. Therefore, had we done nothing else but this, old 1887 should forever be dear to the wheelmen of America.

THE barometer of wheeling, in which light I take its clubs, records an extremely prosperous year for the one that has just gone, and betokens for the one to come further and increased advances upon the road of advancement. The New Yorks awakened from their long quietude and rest, by the absorption of the young life-giving blood of the 1xions, began to look forward to the occupancy of the first real club house built for such, ever occupied by a wheel club here, an example that will not fail to spur their able rivals on to imitation. The Harlem Wheelmen, ever to the fore upon the road and path, have not failed to keep up the pace in the direction of creature comforts, and like the wise ant, laid up in the days of summer riding, comfort in the shape of club house enjoyments for the winter season when man rideth not. Their house or rather houses, for they have two made into one, are cosy and magnificently equipped, and are monuments to their energy and club interest.

THE Citizens', that paragon of wheel clubs, outranking all in the average of its members, and the wealth of its treasury, has more than ever maintained its claim to premiership, and has with no niggard hand dispensed its bounty to keep the cause it was formed to uphold, as was witnessed in its donating \$100 to the L. A. W. treasury when it was in need, followed by \$300 to the State Division to defray the expenses of the passage of the Liberty Bill: yet mind you, they are not a League club, but have done these things simply through the following out of their beliefs that they should help the cause of the wheel, with both heart and hand, recognizing in their endeavors so to do neither creed nor party.

THE Manhattan Wheelmen, the youngest of our prominent clubs, having, in adopting their title, fallen heir, thereby, to one long used by the second club founded in this city, whose career of several years was a brilliant record in the early annals of wheeling here, seem to have determined to add to the lustre of the title of Manhattan, and make this sturdy son of an honorable sire, worthy of the name he bears. They are conveniently and comfortably housed in the quarters formerly occupied by the New Yorks, and by their energy and push will make some of their older competitors look to their laurels the coming year.

THE Y. M. C. A. club completes, I think, the list of city clubs, and is, I believe, more a nominality than otherwise, though in its way it has not failed to bring credit to cycling, proving practically that a cyclist need be no less a wheelman because he is a Christian.

A WORD as to the unattached, and I have, I think, done with this subject. Out-numbering here the combined members of the clubs, probably three to one, they are the cause of much of the ridicule and dislike visited upon wheelmen as a class: having no laws of any kind to govern them, they are an irresponsible and large body of riders, who from the fact of their unattached position seem inclined to care for the comfort and reputation of none but themselves, and often to sacrifice the latter for the gaining of the former. In these remarks I desire to deny any charge of prejudice that may be made, as I have only regretfully stated what every club man here will bear me out in stating facts.

THUS as I view the year from the club standpoint, which is undoubtedly from its best one, I do not hesitate in claiming for 1887 here in New York, more steady and true advancement of wheeling interest than of any or all of the five that preceded it. "No man is a prophet in his own land," is so old a saying as to cause me to accept it as a fact, from which I deduce the possibility of his being a prophet in somebody else's land, hence I shall try and pose as one in Massachusetts, and risk my prophetic reputation in declaring that from whatever point it be viewed, even though the most pessimistic one be chosen, the new born 1888 bids fair to carry on the flood tide of prosperity that 1887 has lavished upon the wheelmen in New York; a prophecy whose fulfillment is desired by no one more earnestly than by its maker.

"It is Christmas Day by the river;
It is Christmas Day by the bay;
And the lowly lights they are drifting,
On the ocean far away.
But the sailor's heart it is cheery—
And he says 'it is Christmas Day.'
It is Christmas Day by the river;
It is Christmas Day by the bay."

NEW JERSEY NOTES.

"RATCHET."

THE words of this sweet carol, sung by childish voices, were wafted to my ears at an early hour on Sunday morning, and it was not long after that I was greeted with, "Papa, did Santa Claus come yet?" and there was four-year old (less three months) "Charley," with eyes wide open about three hours before their usual time. "Papa" said "ya-as," in a drowsy manner, as he tried to settle for another snooze, but it was "no go;" as the youngster happened to glance through the door, he gave a yell which a Comanche Indian would have envied, the "yell" forming itself into "Oh, papa! ain't my mamma a dandy? Look at my rubber boots." This awakened fifteen-months' old "Bess," who, of course, added to the chorus; and thus was Christmas Day ushered in.

WITH "Daisie" I say: "We can get along without William Tell, we can spare Pocahontas, we will not complain if it is proven that George Washington never had a hatchet, but we cannot dispense with Santa Claus, or Kris Kringle, or any other shape in which the Christmas spirit is embodied in the legends of different nations. Always the fancy of the children will hear the patter of his reindeers' hoofs upon the roof, as they lie waiting for Christmas dawn. Always will paternal and maternal love take delight in concealing its own plans and gifts under the fur-trimmed mantle of the merry and waggish Christmas sprite." "Daisie," you touched the right chord.

IT has been told me that Harry J. Hall, Jr., of the Kings County Wheelmen, has, or is about to give up the track and road entirely, as far as racing is concerned. It is to be hoped that he will stick to road racing, even if he abandons the track.

FOR fun—pure and unalloyed—at this season, commend your friends to a toboggan slide. The slides of the Essex County Toboggan Club were opened on Christmas Eve, and everything went off in glorious style. Eh? Oh yes; some of the boys went off, and for that matter, so did some of the girls, but they were up and at it again before you could say "Jack Robinson."

THE sight of two diminutive tricycles and a 32-inch bicycle being carried into a South Broad street house on Christmas Eve, made me think that, after all, "St. Nicholas' Day" has something to do with cycling; for, will not the child-riders be grown up some day?

YOU have doubtless heard of the man who said: "I own every stitch of clothing on my back, excepting my hat and shoes." According to *Puck's Annual* he is out-done by the man who is clad in "a pair of knee breeches, with a broken nose. * * *

GEORGE Y. GILBERT, the New York Athletic Club's runner, is going on the cycling track next season, so I am told, at least. He

will pump a Star, and if he has as good luck at riding as he has had at running, will have nothing to complain of.

THE roads hereabout, albeit pretty lumpy, are as hard as flint, and I saw quite a number of riders on High street and Central avenue on Sunday and Monday. And the cold, bracing air was doing them good, judging from the ruddy glow on their cheeks. Those who ventured minus gloves, however, were forced to ride "hands-off" at intervals.

THE first game of polo seen in a Newark rink for two years, took place last Saturday evening, between the Newark and New York teams. The former club was most ingloriously defeated. Hereafter, we will have two games each week.

THE cyclers of Elizabeth and Jersey City are badly off in the way of rideable roads. The latter place more especially is abominable.

A LITTLE more snow means a little less riding, although it's just the ticket for the toboggan slides. We are having a "little more" at this writing, but I'm inclined to think will finish up with rain, in which case, won't the slush be elegant?

ALL the Jersey riders I've spoken to, in re. the next meet of the L. A. W., seem to be in favor of Baltimore. So that settles it; for surely when Jersey men favor Baltimore, those members who live in the United States ought to be satisfied.

THAT big cycling tournament which we were promised for holiday week in one of the city rinks, has failed to materialize. Ain't there backbone enough in Newark, Orange, Elizabeth and Jersey City, to run a joint affair, one in each town? But Jersey also was slow, until well shaken up.

KANSAS CITY.

"MENTOR."

FOR two years the two wheel clubs here, Kansas City Wheelmen and Outing Cyclists, led a dreary life until some more progressive and energetic wheelmen saw the benefit of a disbandment of both clubs and the organization of a new one. This movement was ably supported by the *Journal*, the then wheel organ. As was to be expected, the projected scheme was stubbornly resisted by a number of the old fogies: but happy to relate, they had to fall into line. A meeting was called, and a new club was organized, and its officers went immediately to work in the interests of the new club. A meeting of the club was held Tuesday night (20), and it was developed that the club had forty charter members. This is an exceedingly good start for a new club, which had so much to contend with from its inception. This club is on a paying basis, and has settled down to business. From this on, proposing of new members will be a common occurrence. The affairs of the club are in excellent hands, and the club cannot fail but prosper.

THE new club, the United Wheelmen, has the rooms of the Outing Cyclists, rooms 8 and 9, Willard Building, corner Ninth street and Broadway. It has two rooms—one used as a billiard room and the other as a reading room. The membership will soon warrant the leasing of an additional room, which will be furnished as a parlor. The rooms are elegantly carpeted and furnished, and the walls papered. The billiard table is a fine Brunswick-Balke one, and is well patronized. The reading room is well supplied with reading matter, chief of which is the *Bicycling World*.

THE membership of the club is of the correct material. In the club exists a musical organization, called the Strauss Mandolin and Guitar Club. It has been in existence for a number of years, and joined the new wheel club as associate members. They hold their rehearsals on Friday evenings. The club renders some very fine music, and are accomplished musicians in every sense of the word.

I MET Harry Stuart a few days ago, and was somewhat surprised to see him, as I thought he had gone to California, where so many prominent wheelmen are turning their eyes. He tells me that he was on his way to the ticket office to purchase a ticket to Los Angeles, Cal., when he was offered a lucrative position on the *Evening News*, which he could not refuse. Well, all the boys are glad, and he has been congratulated time and again for his decision to remain in Kansas City.

THE *Sunday Times* contains a wheel column, excellently edited. The news of this letter is the result of a reading of the *Times*. The *Times* seems to be the organ of the wheelmen here now, as the *Journal* has discontinued its column, after three years' continued appearance.

L. S. C. LADISH, the former editor of the *American Wheelman*, is in this city now, and is a member of the new club. "Ladish," as he is familiarly called, is one of the most genial men one can meet.

He does not make many friends, it is true, but the ones he does make are warm ones. Ladish is now in the patent business, and I guess fairly coining money.

PITTSBURG and VICINITY.

"DUQUESNE."

IN the last issue of the *Wheel*, I read that "G. P. Mills slept but four and a quarter hours in five days," while riding from Land's End to John O'Groats'. This was a chestnut twelve months ago; in "Pittsburg Notes," I read that coming in over the Perrysville road from Harmony, "a series of delightful coasts can be had for nearly thirty miles, several being more than a mile long, and perfectly safe." With all respect to "Keystone," I must say he is "stretching" a little. Pine Creek Hill is the longest on the road, just an even mile in length. Now will "Keystone" kindly name a few of the "several" that are over one mile in length.

CHRISTMAS was an elegant day in this vicinity, and found many of our tender-feet, as well as toughs, on the roads, which were in fine shape.

By the way, what has become of the Road Book Committee? There was considerable talk last summer. When will it be out, and what, if any, are the improvements to be?

WHO is Dampman of Honeybrook? He is certainly a flyer. For the benefit of Western Pennsylvania riders, I ask for a short sketch of his career as a wheelman. Every one out here is interested.

A CORRESPONDENT of the *Bulletin* says that Wells received only signatures to his petition to Chief Consul Jessup, out of Philadelphia's thousands of riders. Say, "Phaeto," hasn't Philadelphia been growing pretty fast lately?

THE appointment of the Lowry House, Butler, as L. A. W. headquarters, is hardly seasonable, but none the less desirable. Mr. Lowry, the proprietor, gives twenty per cent. off to L. A. W. members. I believe Seidell is the man who secured this hotel.

THE gentlemanly and urbane Mr. W. D. Banker says that he will capture the greater portion of Pennsylvania State championships in 1888, as he has "no one but Schwartz to beat," and he intimates that he can do Schwartz easy. He also accuses Schwartz of being a "blow," and he is right in that respect, for Schwartz does like to tell us how he just had Crist beaten, when * * * which was all that saved him. But speaking of blows, are you not a little on that lay yourself, Billy, me boy? If you don't blow, the only thing that stops you is your excessive modesty.

I HAVE always been of the opinion that Pittsburg riders were about as tough as any of them, but I feel very tired and weary after reading "The Critic" in the last number of *American Wheelman*. He says: "I've seen some awful bad hills, but I never yet saw one that I couldn't coast on an ordinary, and I'm not much of a coaster, either." This kind of rot is sickening. I would like to take "The Critic" out on some of our hill roads; he would either eat his words or come home in an ambulance. He says, "and I'm not much of a coaster either." I am unable to reconcile these statements except on the theory that "The Critic" is a lineal descendant of Ananias. I believe the gentleman lives in St. Louis, if so I would recommend a diet of Son-of-a-Gun and "Crank" Hill, a la legs over, preparatory to an exhibition as "champion coaster."

RECORD OF THE WEEK.

WE do not like to print anonymous communications, and as a rule we refuse the same, but as the following was written in a very pretty and delicate handwriting, and we fear to offend a lady occupying so prominent a position in society as Mrs. Grundy, we therefore print and tremblingly await the explosion: "As the new year approaches 'Mrs. Grundy' would like to suggest that it would be a good time for the ethereal and slight individual, whose name figures so prominently at the head of the *World*, to do less stalking around, airing the cape of his ulster, but knuckle down to business, and give the public the benefit of his bright ideas. Mrs. G— does not want to think his silence is because he has not an idea, but she attributes it to the love of his ulster."

THE Century Wheelmen, of Philadelphia, 1807 North Broad street, will hold open house on Monday, Jan. 2d, 1888, from 2 to 6 P. M.

THE November number of the *Wheelman* is just out. The close of the year will find Jack Rogers just one lap behind Father Time. Better late than never seems to be Jack's motto.

COVENTRY MACHINISTS' CO., LIMITED.

On Friday evening, August 12th, 1887, on the Coventry Track, Messrs. Allard and Oxborrow succeeded in lowering all Tandem Records from 2 to 10 miles, BEATING THE EXISTING RECORD FOR 10 MILES BY

One Minute 56 $\frac{2}{3}$ Seconds.

Covering the whole distance in

72 MINUTES 56 SECONDS,

Also 30 seconds faster than ordinary bicycle record.

MACHINE RIDDEN WAS A

"MARLBORO' * CLUB * TANDEM.

Timekeeper: G. H. Illston, Official Timekeeper to the N. C. U.

239 COLUMBUS AVENUE

BOSTON, MASS.

Our Little Flyer,

STILLMAN G. WHITTAKER, has closed the season for us with the most wonderful performance ever recorded by the wheel press, making in the 24 hours, on an ordinary

51-INCH LIGHT CHAMPION,

Taken out of stock and weighing 40 pounds, the phenomenal distance of

323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write to any cycling editor to become himself convinced.

The American Cycles are road machines, and are strong enough for the toughest American roads.

They Hold Every American Road Record from 10 Miles Up to 24 Hours,

Hence it would seem that they ran even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

OH, BUT THE BEARINGS DO TELL, SURE ENOUGH.

And that little track trial of Dingley's at Lynn on a 36-pound Champion still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth: "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

THE Warren Wheel Club, of Roxbury, held a handicap "shoot" at their club rooms Christmas (Monday) morning, resulting in H. C. Andrews winning first prize; L. E. Noble, second; and S. A. M. Read, third.

HEREAFTER any cyclist in good amateur standing and being 18 years of age, will be eligible to membership in the Springfield Bicycle Club. The club is beginning to feel the necessity of infusing fresh and young blood into its ranks.

JANUARY 9th, is the date set down for McCurdy and Whittaker to meet in the 5-mile race. Mr. W. A. Tanner pins his faith to Whit., while Tom Roe (*not* Richard) puts his ducats on Mac. The stakes are said to be \$2000 with the privilege of making it \$5000.

THE *L. A. W. Bulletin* records with calmness and without one word of comment, "that bicyclers are not allowed to use the shell road at Mobile, Ala., and it is said that burly negroes are hired to waylay and beat cyclists found riding on this road." If the League was any use there would exist no foundation for such a report.

ST. LOUIS is getting highly excited over the Shurman-Corey Hill-Greenwood question, and it requests us to paste in our hat the fact that Greenwood can down (or up?) any live man on hill climbing. We hope Hal will come on next spring, Corey Hill will be there, and so will we to see him climb it 12 times (?) without a dismount.

A DISCUSSION is going the rounds as to the origin of the phrase "He's all right." We think it originated with the Chicago to Boston tourists some three or four years ago. While on the subject, it is not generally known that Papa Weston, of the Boston Club, originated the now well known cry of "W-e-e-e-ll", that generally precedes the great act of imbibing coffee, ice water and other invigorating beverages, when two or more convivial spirits liquidate in company. Papa Weston was also at one time a prominent figure in yachting circles, and so he also introduced the custom among yachtsmen as well as cyclists.

THE *Pittsburg Dispatch* of Dec. 23 gets off the following one-legged story: "A party of fifteen men attracted considerable attention at the corner of Federal and Laccock streets, Allegheny, last evening. Fourteen were one-legged men, and the other had no legs at all. One member of the party carried a bicycle. They boarded a Rebecca street car for Manchester, but declined to say what they intended to do. A number of the men lost their legs in the army and the others on the railroad. Market Constable John Askey seemed to be captain of the odd party. They were evidently going to spend a pleasant evening somewhere, and practice bicycle riding."

RETROSPECTIVE.

It is customary for the editor of this paper to devote some space at the close of each season to look over the year just gone, and sum up, so to speak, the most important records and doings. While in a great many ways the year 1887 has not been one of such stirring interest as the season immediately preceding it, yet it has not been without a fair quota of events of more than passing moment. The true barometer of cycling is no doubt the trade, and we naturally first turn to that most important branch to learn how it has been with us during the immediate past. The manufacturers of this country, of course, command our premier attention, and as the foremost and oldest house of the kind we look to the

POPE MFG. CO.

This sterling company, although well and firmly established on a basis of solid prosperity, is ever alive to the vital importance that to stand still means to be distanced in the effort after patronage, has closed a year of gratifying prosperity. The chief new production of the firm during the twelve months ago is that of the tandem tricycle, the first of this form of machine ever manufactured in this country. Their well-known Expert and Light Roadster have had some slight improvements in the details where improvement was found possible, and it goes without saying that these machines have held the fine reputation before earned among the old riders of this continent. The production of a "Cripper" style of tricycle with coil spring fork by this firm was also an event of importance that should not be overlooked. A hasty glance, truly, but we must pass on to the friendly rival of the Columbia, and cast our eye up Columbus avenue to where the

OVERMAN WHEEL CO.

can be found. Mr. A. H. Overman is a man who believes that nothing short of absolute perfection is to be tolerated in the cycle business. "Good management, good agents and good machines will make a market," and we are happy to say that the Victor people are ready to say that the past season for them has proven the truth of these words. The history of the Overman Co. during

the season of 1887 is remarkable in the fact that they produced the first American rear driving safety, and also a tricycle of the Crippler pattern with a spring fork on similar lines to that of the safety. The Light Roadster was also a new wheel on their list, and its excellence can be vouched for by scores of riders. This enterprising firm will also date "1887" the purchasing and starting of a factory of their own at Chicopee, Mass., the fitting up of which is almost finished, and the completeness of which will be second to none in the world. With congratulations for the success of the season closed and wishes for an increase of prosperity in the future we next turn our attention to a firm, the name of which is synonymous with energy and push; we mean the

GORMULLY & JEFFERY MFG. CO.

of Chicago, who we believe were the second manufacturers in the United States to own their factory and plant. (The H. B. Smith Company, manufacturers of Star machines, being the first.) Western vim backed by capital is hard to beat, and when we are apprised of the splendid business of the Champion people during the past season we see the results of these two important factors. During the early part of the year this firm commenced to make their present well-known high grade machine, but in the use of certain parts of bearings unhappy complications arose, and the year 1887 will be remembered as that in which commenced one of the bitterest and hard-fought litigations in the history of cycling. The policy of this company, as expressed by their level-headed business President, Mr. R. Philip Gormully, is "to establish themselves thoroughly in one location or section at a time." The wisdom of this method is apparent, and the foundations for an immense business are thus securely laid. This firm has gotten out during the past season an excellent two-track tricycle, and also a tandem, thus scoring a close second in producing this latter machine to the Pope Co. As the past is an indication of what the future of this firm will be where excellence of wares and square business-like dealing is appreciated, we can but congratulate Gormully & Jeffery on what the year 1887 has yielded them, and what the future promises. We must not leave this firm without special mention of the fact that during the past season they have purchased several important patents on saddles and cyclists' other leather goods, a full and complete plant of which they also bought to manufacture the same.

THE H. B. SMITH CO.,

of Smithville, N. J., have been pursuing the even tenor of their way, and are to be envied that the "Star," this peculiarly American machine has had a clear field all to itself. The business of this firm during the year 1887 is in advance of previous seasons, proving that the Star has retained its firm hold on the riders, and that excellence in roading qualities are strong enough to make headway against narrow prejudice, which the believers in the Star have always had to fight. During the early part of the year

WM. READ & SONS

concluded that they would abandon the importing business and manufacture a wheel, which they called the New Mail, for the American market. Mr. Atwell, who has charge of the bicycle department of this firm, was mainly instrumental in designing and producing the machine, which though only a year among us has taken such a strong hold on the veteran riders' fancy. This departure on the part of Messrs. Read & Son was somewhat in the shape of an experiment, but so well is the wheel grounded in the esteem of riders that the experiment has taken the form of an established business, and we can now count on Wm. Read & Sons as being one of our permanent wheel manufacturers, and their "New Mails" are like the firm that produce them in excellence and quality. The latest and youngest of our manufacturers' family, and one that owns its factory and plant also, is that of

THE SPRINGFIELD BICYCLE COMPANY.

The wheel manufactured by this company is the invention of Mr. McCune, the President of the company, and it must be said that the Springfield Roadster was born to the cycling public during the year 1887, and a most flattering and enthusiastic welcome has this "infant" received. Certainly it has had a healthy infancy, and though its introduction to the riding public was later than its progenitors had intended or desired, it at once jumped into popular favor with old riders. It is a distinctly American invention, and its excellent record during the comparatively short time of its existence is a safe guarantee that in our retrospect for 1888 we shall record the success and popularity of the Springfield Roadster as being phenomenal.

This closes our list of home makers, and we should now turn to our importers. We, however, think they are worthy of a "special chapter all to themselves," and so we will leave them for a later issue, and take up the general sport, commencing with

RACING.

It is a sad fact, and without going into causes, we must acknowl-

edge that racing, in this country at least, has received a very black eye. Interest in this branch of the sport has been actually dead, and the result to the associations that have had specially built tracks has been disastrous in the extreme. The Springfield track, once the peerless racing path of the world, is now a weedy waste, and no prospect that its past perfection will ever be known again. The Lynn Track Association has had to go into liquidation, and though the grounds have fallen into the hands of a gentleman favorable to cycle races, the once famous "Glenmere track" will be utilized for trotting races, base ball and other sports. The Roseville track has had a disastrous year, but thanks to the enterprise and faith in the future of some gentlemen it has been rescued from obliteration, and will be improved and made ready for the season of 1888.

The history of the prominent

RACE MEETINGS

has, with painfully few exceptions, been a record of financial loss to the promoters. While we record the decay of the interest in path racing, road contests seem to have grown in popularity; this, however, in direct opposition to some of our most worthy and level-headed wheelmen. Notable among the road events were those at Clarksville, Mo., Crawfordsville, Ind., in the early summer, and those promoted by the New York and New Jersey Racing Association in New Jersey, and by the BICYCLING WORLD in Boston. While on the history of road racing for the past year we cannot but feelingly allude to the inception by the manager of this paper of one of the greatest road races ever conceived (*i. e.*), from Boston to Chicago, the almost completed details, and finally the mortifying necessity of abandonment. As to our

RACING MEN,

we have to record the withdrawal from the racing path of Mr. Geo. Hendee, who has taken on the role of salesman. Rowe, pre-eminent the fastest man in the country, and we think in any other, has had the field to himself, not having to meet any foe worthy of his steel. Although he has kept in strict training, and made one or two dabs at records, he has been unable to better his own list of 1886. Rhodes did some good work on the road in the early summer, while his team-mate, Neilson, electrified riders by brilliant work at Clarksville, Mo., in the early summer, and then—subsided! S. T. Hollingsworth has shown himself to be a man of no mean calibre, and we think if he takes to racing again next year he will make some of the men fly. A phenomenal new racing man is Frank Dingley, who has been doing some grand work at long distance records. As for S. G. Whittaker, he has glory enough to go into winter quarters on his 24-hour record of 323 miles.

The fast amateurs are legion, but there is no doubt that the leadership rests with Crist of Washington and Rich of Brooklyn, while Stenken, Kluge, Kolb and Burdick were found in the front rank whenever the final brush came.

Against the advice of friends and in the face of ridicule, W. J. Morgan undertook to manage a team consisting of W. M. Woodside, R. Temple and himself, in a European tour, the result of which has been phenomenal and unprecedented in its financial success. Ralph Temple, who went over as a simple trick rider, has developed such wonderful speed for short distances, that it is doubtful if he has a half-dozen equals. His victories over England's best men, with Howell at the top, have been the wonder and admiration of all cyclists.

Racing in England on path and on the road has had a brilliant history during the past year, and is in pleasant contrast to our own country's experience. Mr. G. P. Mills is undoubtedly the fastest man on the road, while Furnivall and Speechly are accorded as being among the fastest on the cinders.

League members will long remember the year 1887 as being one in which one of the bitterest fights of that organization occurred; so bitter that for a time it threatened serious disruption. The cause of the trouble was the discovery of Mr. Aaron, the ex-Secretary-Editor's malfeasance, and the fight over the same office by the present incumbent and Mr. John A. Wells. Even at this late date the smouldering embers of the Wells-Bassett fight threatens to burst into flame at any moment. Karl Kron will bless the year 1887 as being that in which his great book was completed and given to the world.

IN CYCLING JOURNALISM

we record the following: Among the great changes in cycling papers was that made by the BICYCLING WORLD in undertaking the typographical work of the paper. The first issue presented under the new order of things was that of May 6, 1887. The WORLD thus scores the honor of being the first cycling paper in America to put in a dress to be only used in printing the same. At the time of the departure the WORLD management changed the entire make-up and titles used in the paper. The conservative patrons of the WORLD at first demurred at this "newness," but we are pleased

to say that at present the readers of the paper say it is an improvement.

Early in 1887 the *Wheel* changed hands, and Mr. F. P. Priol became editor and proprietor. Mr. Priol at the same time bought out *Recreation* and consolidated the two, so now it is the *Wheel and Recreation*.

Early in 1887 the Darrow Brothers started a bright weekly called the *Record*, and published at Indianapolis, Ind. Later on the same parties bought out Ducker & Co.'s interest in the *Wheelman's Gazette*, and are now publishing the same at Indianapolis.

Soon after the *Bulletin* came to Boston Mr. J. A. Wells started a paper called the *American Athlete*. It is published and edited by that gentleman every two weeks.

The *American Wheelman* was bought out by Jack Rogers, and though it is supposed to issue regularly every month, it has been now for some time over 30 days behind due date.

IN GENERAL.

Among the notable deaths are those of H. L. Cortes (who died Dec. 29, 1885), H. B. Smith and George S. Darrow.

The year has been singularly and pleasantly free from fatal accidents. The rights of wheelmen have been placed on a firm basis, and prominent among the steps taken to establish these rights was the passage of the celebrated "Liberty Bill" in New York State, which secured to wheelmen equal rights with other vehicles to the use of all park driveways.

Personal assaults on wheelmen by "road hogs" have been of rather frequent occurrence, but only in one case—that of Evans vs. Carnell in Philadelphia, has the jury given against the cyclist.

When the rights of wheelmen to the use of highways have been interfered with the courts when appealed to have invariably given for the cyclist.

During the last part of the year, in view of the fact that there was no national association that governed or recognized road racing, the BICYCLING WORLD announced that it would no longer accept road records except made in open competition. While our position was assailed by some, yet the majority, so far as heard from, accepted our stand as being wise.

In the spring of 1887 Mr. Thomas Stevens completed his wonderful tour round the world, and settled down to a literary life.

The 1885 path records, from one mile up to 22, and the hour, have stood the assaults of many speedy wheelmen during the past twelve months, and Mr. Rowe goes into winter quarters a second time, with all the world's records for these distances and time safe, until the coming season of 1888.

The English records on the path have, however, received a severe shaking up, and have in most instances been put up a notch higher than they were a year ago.

On the road, Mr. S. G. Whittaker retires with a new 24-hour world's record, while in England, Mr. G. P. Mills seems to have taken most of the road records for long distances on all styles of machines.

We had hoped to be able to chronicle the solution of that *bete noire* of the cyclist's existence, the "amateur question," but alas, the last day of the year finds us about as far away from the true solution as it did on the first.

Taken all in all the year 1887 can be passed on as one of general advance, and had it not been for the comparison with the "booming" which characterized the two years immediately preceding it, we should count it a "great year."

Like every phase of life, whether it be pleasure or business, the sport of cycling must come under the control of the universal law of alternate activity and dullness. The pendulum had swung pretty high toward extreme activity during '84, '85 and '86, but during the year 1887 it seems to have taken a more perpendicular position; let us hope that it will not oscillate to the opposite extreme during the year that is about to open on us. We can congratulate ourselves on the fact that the number of riders has been largely increased, even if the racing side of the sport has been dull, flat, and unprofitable.

THE *Cyclist's* Life Boat was launched and christened on the 17th December. The programme was an elaborate one, and our next issue will contain some of the particulars.

WHY does not the *Kennedy-Child* go to the church in Stoke Poges, and read the cypher, which might perhaps decide beyond a reasonable doubt who was the inventor of both the ordinary and Rover type bicycles? He might even crowd Ignatius Donnelly for the remaining niche in the temple of fame. Should he succeed in "getting the bulge" (St. Louis vernacular, *Wheelman* office; means gaining a superiority or advantage) on Ignatius, with what feelings of envy would Geo. Lacy Hillier read the name of A. Kennedy-Child, in letters of living light, inscribed at the back of the "speaker's stand" on the wall of the historic edifice.

SOME FABLES.

(By *Æsop, Jr.*)

THE PURE AMATEUR.

ONE Day an Owl and the Editor of a Cycling Journal, who had been to all the Races and knew all the noted Amateurs, went out for a Walk in the Suburbs of the City, and there saw a Boy and a Bicycle. Some times the Boy was on the Bicycle, but more times the Bicycle was on the Boy. "Ah!" said the Editor, "here is the Pure Amateur." "Yes," replied the Owl, "but wait till He grows up and joins the L. A. W."

MORAL—The Good die Young.

THE DANGER OF GENEROSITY.

A very Small Treasurer once challenged a very Large Secretary to ride a Race, and gave Him a Handicap. The Large Secretary beat the Small Treasurer.

MORAL—A Big Handicap is a Dangerous Thing.

THE DANGER OF BIG HEAD.

Once a Committee entered into Partnership with a L-g-e Organ. The Committee put in all the Capital and the Organ put in its Eminent Respectability. At the Termination of the Partnership, the Creditors had all the Capital, and the Committee had a Big Debt and no Money to pay it with.

MORAL—There is None. It was very Immoral.

GENTLEMAN JOHN ON THE USE OF THE BLUE PENCIL AND THE ABUSE OF THE AMATEUR RULE.

THERE are certain facts which tend to show that the little "C. W. F." of the "B. W." uses a good many blue pencils. Good racket that. I don't dislike the way he edits copy, but I remember there was a time when a man need hardly expect to see in print a criticism on the namby pamby amateur rule, should he have been fearless enough to have written such and sent it for publication to the *L. A. W. Bulletin*. The way Mr "A" edited such copy was by "dumping" the article into the waste-paper basket. It saved printing and League expenses. See? It pleases a man's sense of appreciation to know that his copy has been blue-penciled carefully, if with decision, but it makes him wonder whether or not "this press of ours" is a free one, when a paper refuses to publish anything which is not a reflection of the peculiar ideas of ye man with ye blue pencil.

"IN DAYS OF OLD."

Song, with Dance Accompaniment.

(Respectfully dedicated to A. Kennedy-Child.)

In days of old (the truth he told),

The *Bulletin* held sway;

That paper had a guiding brain,

That now is gone away, away—

That now is gone away.

The Aaron wight, he took his flight,

And winged it far away.

His services were soon forgot,

For another man held sway

(In his peculiar way).

Then Bassett bright, took up the fight,

To shield the amateur;

To shield the man that scarce dare race,

Because he is so awful pure,

So very pure an amateur.

The editorial paragraphs that once were terse and bright,

Are now of such peculiar vein,

As give but very little light

On *what* the guiding spirit meant,

When he those *pars.* did write.

The paper's winding sheet is not many moons away,

If we longer fool with the amateur rule,

In an Ernest Shipton way—

In a most un-American way.

Long live the man who rides a bike,

The sister trikelet, too,

On road or path, in race or tour,

In this land of the brave and the true.

(But) If you are a man, be you "am." or "pro.,"

Should the League *not* be open to you?

* * * * *

My grammar is bad, my verses are worse,

And the rhythm is awkwardly lame,

But I hope, like the man on the Victor trike,

That I'll get there just the same.

MY EXPERIMENT.

I AM quite fond of out-door sports, and for a time had been anxious to try bicycling, but had been deterred therefrom by the reports of numerous "headers" attended with sprains, bruises and broken bones. I am not blessed with an over-abundance of personal beauty, and I did not feel justified in risking the little I have in such a precarious pastime as riding a bicycle seemed to be.

My attention, however, was one day called to an account of a remarkable discovery made by one Prof. Breezario, of South America, of a gas which he had succeeded in extracting from the root of the common celery plant.

This gas was highly volatile in its character, and possessed extraordinary lifting power, raising any hollow body filled with it as a balloon is raised by ordinary gas. Prof. Breezario had used it in South America, so the account said, in connection with elevators, derricks and other machinery, with great success. It was, moreover, readily and cheaply produced, and its use attended by no danger.

A very singular thing about the gas, was that it could be reduced to the form of a liquid, and when in this form had none of the lifting power, and could be carried about without inconvenience.

It occurred to me, after reading this account, that a bicycle might be constructed, which, with the aid of this gas, should rob bicycling of its terrors, and not in any way diminish the pleasure of its indulgence.

Accordingly, I procured from Prof. Breezario the recipe for the preparation of the gas, and one of his condensers, and immediately set to work to construct a bicycle with which the gas could be used.

Around the inside of the rim of each wheel were placed metallic tubes of suitable strength, and these were connected with the condenser, which was placed just behind the steering bar, by an ingenious arrangement of tubes and valves, so constructed as not to interfere with the running of the machine, and at the same time make a connection sufficiently close to prevent the escape of the gas.

The apparatus was so arranged that by the pressure of buttons on the right handle of the bar, the gas could be released from the condenser and pass into one or both of the tubes in the wheels, while a similar arrangement of buttons on the left handle shut off the gas from the condenser and opened valves permitting its escape from the tubes. After the bicycle was completely equipped, I filled the condenser with gas and made a trip in the garden in the rear of the house, for I must confess that in spite of all I had heard of this wonderful gas, I had many doubts as to its success when applied to the bicycle.

I mounted and rode round the walks a few times, before daring to touch the buttons. At last, summing up courage, I touched the buttons on the right, and instantly the bicycle rose from the ground. Pressing the buttons on the opposite side, the bicycle resumed its natural position without its speed having been abated in the least.

I then tried pressing a single button, and I found that either wheel could thus be lifted from the ground, leaving the other to run as usual.

I was wild with delight at the success of the undertaking, and immediately began to take daily rides upon the streets and roads. "Headers" no longer filled me with alarm, for, if by chance the forward wheel struck an obstacle of any sort, and the rear wheel began to rise, I had but to press the buttons and let the gas into the forward wheel, and it rose immediately and restored the equilibrium. I was not required to confine my riding to the road, as fences, ditches, fallen trees, and the like, presented no obstruction to my progress. A slight pressure of a finger, and the bicycle flew over them without the slightest difficulty. Rough roads were made smooth, and hills were climbed as easily as riding on the level.

Of course observers who chanced to see the machine as it took a fence or a ditch, were very much astonished, and once or twice, when taking a short cut across lots, I came very near being shot by farmers, who took me for a new kind of wild animal.

I also entered the annual races of the club to which I belong, and achieved great success, as, by allowing just enough gas to pass into the tubes to counter-balance the weight without taking the machine off the ground, I gained a great advantage. I also created great wonder and astonishment in one race, by lifting the machine over two or three riders who had fallen in a heap just in front of me.

So great was my success with this first experiment, that I determined to equip a tandem with the apparatus, thus permitting my wife to enjoy the exercise and pleasure. Putting my determination into execution, I soon had a tandem, upon which we took many trips here and there, sometimes alone, and sometimes in company with others, who did not fail to notice our freedom from accidents, and the absence of fatigue after what was, to them, a long and tiresome ride.

(To be continued.)

BICYCLES AND TRICYCLES.

(From Road and Roadside.)

(Concluded.)

In North Carolina the charter of the Wilmington and Coast Turnpike Company has been so amended by legislative enactment that "no person shall use upon the roads of said company a bicycle or tricycle, or other non-horse vehicle, without the express permission of the superintendent of said road."

The wheelmen of Wilmington have brought the matter before the Supreme Court of that State, where it is still waiting decision on questions of constitutionality. But in England it is been decided that wheelmen have a right to travel the turnpike roads with their cycle vehicles, and that, too, without paying toll. In *Williams v. Ellis* (5 Q. B. D. 175-), the court in deciding that a bicycle is not a "carriage" within the meaning of the Turnpike Act, said, that "when the words of the legislature do not directly apply to the particular case, we must consider the object of the Act; and therefore in *Taylor v. Goodwin* (4 Q. B. D. 228), it was held that the words 'furiously driving any sort of carriage,' applied to a bicycle; for it was the object of the act to prevent injury from the furious driving of any kind of vehicle."

The present act begins with imposing a toll upon particular carriages, which are described, 'or other such carriage,' and then imposes a further toll upon 'every carriage of whatever description and for whatever purpose, impelled by steam or any other power not being that of horses.' The carriages here referred to must be carriages *quodam generis* with the carriages previously specified. If a bicycle were held liable for toll as a carriage, I do not know where we could draw the line."

In Kentucky, by an act of the legislature, bicycles are not permitted to be used in certain counties of the State; and in Oregon, by legislative enactment, every bicycle rider is required to dismount one hundred yards in front of an approaching team, and to remain so until it has passed. It is easy to conceive that bicycling in that State, on a well-travelled thoroughfare, would not be the mode of travel selected by those in a hurry; nor would it be a favorite method of recreation for those not blessed with everlasting patience. Whether this legislation was prompted by the timidity of the female voters of that State, or by the natural timidity of the horses in that part of the country, it does not appear in the legislative act; but whatever was the moving cause of the act, it will not encumber the statutes of that State after the horses have seen a few bicycles and discovered that they will not harm them; and especially after the women have enjoyed a few rides on tricycles or tandem tricycles, and have discovered the beneficial effects of the use of the bicycle upon their husbands, sons, and male friends. A recognized legal authority on cycle law, (Charles E. Pratt, Esq.) in a recent article on "Legislation as to Highways," well remarks: "The key to the law of bicycling, not only constitutional, but legislative, which we now come to consider, lies in the fact that the bicycle is a carriage. Plainly as this simple fact should appear to all, it seems to be left out of sight still by many. No correct definition of carriage or vehicle can be found or framed, or could have been found or framed fifty years or a century ago, that will not include the most modern bicycle. Although judicial and municipal law has recognized and expressed this fact both in this country and in Great Britain, it is one of those ineliminable facts in the nature of things that cannot be made or changed by any legislative or official decision, any more than the fact that 'Maud S.' or an Alderney bull are domestic animals. The chaise and the velocipede of Holmes's and Sumner's early days were not the village cart or the tricycle of to-day, but they were no more and no less carriages. Nor does it require reference to exceptional performances, like the European tours of the Pennells, Laumaille's thirty thousand leagues in Europe, or Stevens's twenty thousand miles in three continents, to make the fact appreciable, when the bicycle, as a matter of common knowledge, is put by thousands in most of our States to every use of a wagon, save that of hitching a horse to it, perhaps, of painting signs on it. Since the conservative English High Court of Justice, Queen's Bench Division, could find and hold eight years ago that the statutes of William IV. included bicycles in their provisions concerning 'carriages,' we may safely assume that the highway statutes of our States also relate to bicycles. In this, however, we are further warranted by the decision of our own tribunals, from justices of the peace to the Supreme Courts, constituted interpreters of our statutes, that the bicycle and tricycle being carriages, they and their riders are subject to the same laws as other carriages and drivers. Only make the wheelmen and the non-wheelmen appreciate this fact at its value, that the bicycle is a carriage, and the bicyclist a wagoner, and most of the misunderstandings and friction will disappear. The present status of wheelmen as to rights and remedies is then easily understood."

When the various kinds of road cycles are recognized as vehicles or carriages within the meaning of the statutes relating to highways, it will be easy to define the legal rights and duties of wheelmen in the use of their vehicles upon public roads. "The law of the road" and the decisions of the courts relating thereto will be applicable to them. Under this law they are bound to use on the highway only such cycle carriages as are in a safe and roadworthy condition; they must ride and drive them with due care and discretion, and at a moderate rate of speed; they must be careful not to collide with other vehicles or persons, and to use the same care in crossing foot-walks as is required of carriage-drivers; they must turn to the right on meeting other vehicles or teams, and pass by them on the left side when going in the same direction; and they must keep off the sidewalks in streets, and foot-ways in squares, parks, and commons; and in fine, generally, not go where it would not be proper and allowable to go with a horse and carriage.

If a wheelman meets a horse which is frightened at his compound machine of "man and wheels," he ought to stop and do his best to prevent an accident, the same as a driver of a top carriage would be required to do should he meet a horse afraid of a top carriage: but should a horse become frightened at his vehicle and run away without any fault on his part, he would not be liable for any injuries suffered or any damages incurred, because beyond question the bicycle and tricycle are suitable vehicles to use on a way prepared and intended for public travel in the present state of our civilization. A tricycle is probably entitled to half the road on meeting animal teams, but whether the same rule should be applied to the bicycle is an open question. The statutes requiring the drivers of carriages or other road vehicles to yield one half the road on meeting other carriages or vehicles, were passed before the ordinary legislator dreamed that a vehicle no wider than a single wheel could ever be used for the conveyance of man or property. At the time these statutes were passed the ordinary road vehicles varied very little in width, and the objects of the statutes were to secure to travellers equal rights in the highway, and their necessities were the basis of those rights. Now, by a wonderful and new invention, one traveller is provided with a vehicle which needs only a small portion of the road for his reasonable accommodation, and therefore the courts in the interpretation of these statutes may decide that, in the light of the reasons and objects of their passage, a bicycle is only entitled to a reasonable portion of the road.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

Our English contemporary in using the following rather pungent language, overshoots the mark rather. We can assure our English friends that any circumstance as to the conduct of representatives of the Mother Country in America, at least do not warrant the opinion: "English sportsmen fairly 'stink' in the nostrils of America and Australia; again and again have so-called representatives of the 'Mother Country' miscondacted themselves. The latest offender, Fred Wood, has to be brought home by subscription."

The Centaur Cycle Club of Baltimore, held an "At Home" on the evening of Monday, December 26, at the club house, 2215 E. Lombard street. We often wish for the magic mat of Aladin so that the corporeal of our make-up could be transferred hither and yon according to our needs or whim. An occasion we missed because of our incapacity to traverse space at will was that of the Centaurs, but we are none the less grateful to Mr. C. R. Eisenbrandt for the compliment of the invitation.

GEORGE M. HENDEE was in Birmingham, Alabama, last week, exhibiting the Springfield Roadster. He reports meeting with fine success all through the South in selling that make of wheel, and the cyclers of Birmingham were very favorably impressed with the many good points of his bicycle.

GORMULLY & JEFFERY MFG. Co. will soon put a Rover pattern safety on the market. The West is moving.

We have had lately frequent inquiries as to a set of rules governing road racing. We shall take an early opportunity to formulate a few simple rules, and print them for the guidance of those who desire the information.

LAST Tuesday the rooms of the Warren Wheel Club, at 13 Walnut avenue, Roxbury, were the scene of the fourth fortnightly rifle contest, with the result as follows: Lavell, 90; Noble, 88; Anderson, 88; Read, 88; Bicknell, 86; Hathaway, 85; Munroe, 83; Hiscock, 81; Lang, 81; McCormick, 81; Tobey, 80; Prentiss, 80; Wiggin, 72; Smith, 64. These contests are growing very exciting, and bets are already being made on the winners. The next shoot will be held Jan. 10th.

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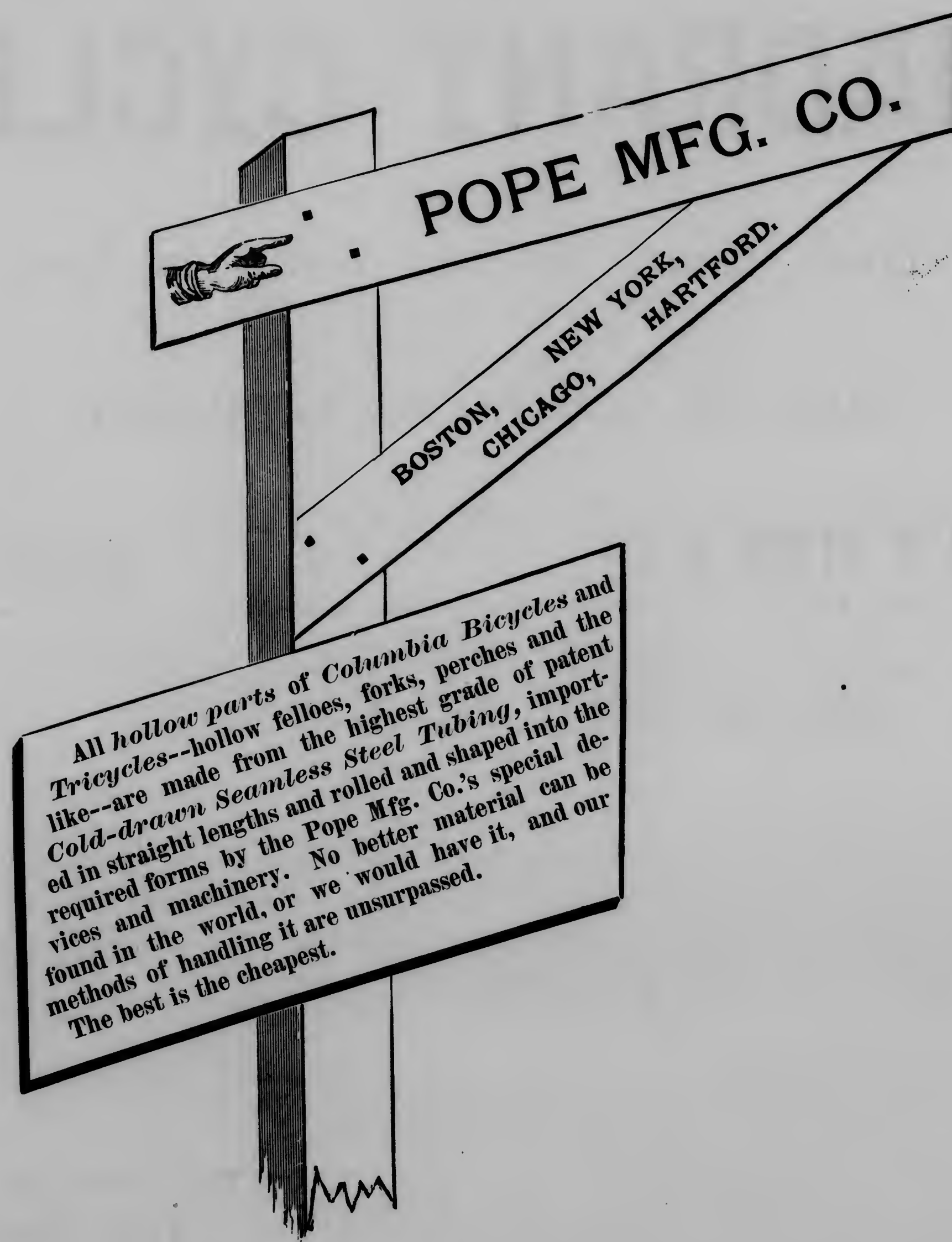
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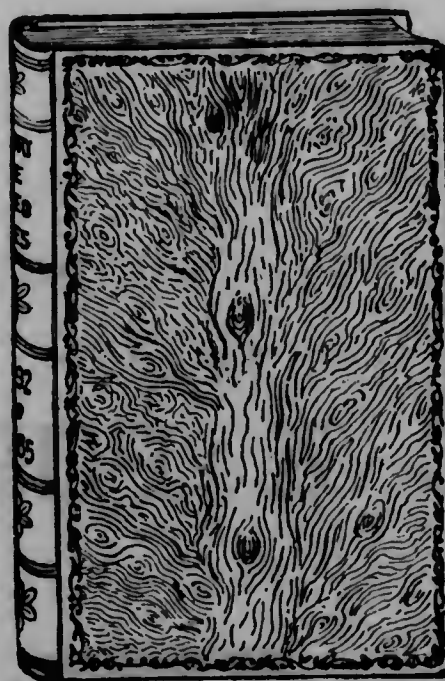
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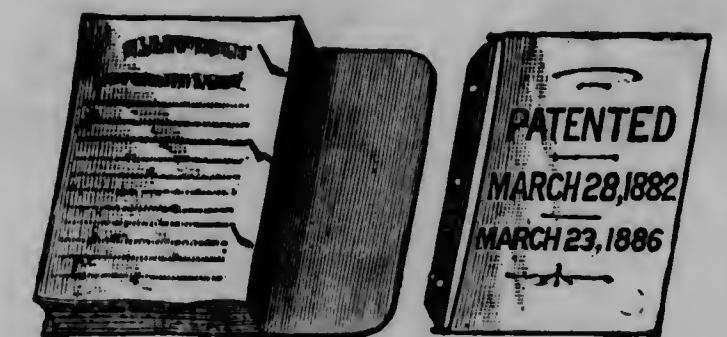
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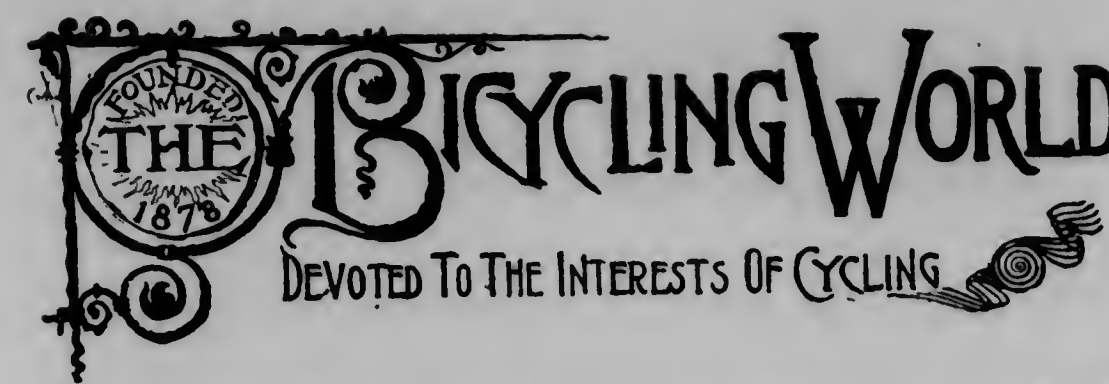
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 6 JANUARY, 1888.

WILL Mr. Greenwood and Mr. Wells please give us the respective grades of the steepest hills in their riding districts, also the length? We would like to have the grades and profile of all the most celebrated hills in the country. It would be most interesting and valuable information. We will gladly reproduce such profiles and print same in the *WORLD* for reference and information. We have profiles of Corey Hill, Boston, and College Hill, Providence. Now we want to hear from the De Soto road grades, and the celebrated Eagle Rock. Let us have these and any other that our readers may know of. For reference it would be invaluable. We should like as much detail as possible.

THE *Wheelman's Record*, the youngest of the family of cycling journals, goes out of existence with the issue of No. 26, Vol. 2., thus completing a full year of life. In bidding its subscribers good-bye, the editor says: "One year ago two partners and brothers entered upon the task of publishing the *Record*. The hand that a few weeks ago wrote the death notice of one of those two, now performs the same service for the *Record*. With this number the *Wheelman's Record* ceases to exist. The reasons for this may not be patent to all, but the step has not been taken without duly weighing all the circumstances leading thereto. The surviving editor of the *Record* is forced to admit the physical impossibility of continuing two cycle papers, a weekly and a monthly, along with his other business of lithography. He therefore reluctantly relinquishes the *Record*. Reluctant as he is to give up, what seems like one of his own children, he does so willingly, rather than see it drop one notch from the plane on which such hard work has placed it. Such a drop would be the inevitable consequence of loose and careless management. Rather stop it at the high tide of success than to allow it to run indefinitely on its own latent vitality. Such was the end of its once editor, let it also be the end of his paper." We shall miss the *Record* from our weekly exchanges, it was always bright and well-edited, clean and new; we are sorry it is no more.

THERE is not a more lively and enterprising club in Massachusetts than the Columbia Bicycle Club of North Attleboro, Mass., which lately opened its new quarters in Boyle block. The new quarters comprise five rooms well furnished. Among the invited guests present at the formal house-warming were President Emery and Capt. Lowell of the Roxbury Club. At the annual meeting last month the following officers were elected for the coming year: President, O. W. Clifford; Vice-president, W. E. Luce; Secretary, Thomas E. Bell; Treasurer, C. F. Kurtz; Captain, F. C. Groton; First Lieutenant, W. F. Swift; Second Lieutenant, E. A. Whitney; Bugler, C. C. Marsh; Examining Committee, President, Secretary, Treasurer, J. G. Platner and F. B. Brigham.

MY EXPERIMENT. (Concluded.)

I had become thoroughly convinced of the efficiency of the gas, and had made up my mind to give the results of my experiments to the world, when an incident occurred which completely changed my mind in that regard.

One day a party of four couples, including my wife and myself, started out on tandems for a day's picnicking.

We proposed riding some ten or twelve miles over country roads to a grove at the foot of a low range of hills, and take our lunch, and amuse ourselves by wandering through the woods, or otherwise, as fancy might guide.

With due consideration for our less favored companions, we carried the basket containing the lunch, and also some wraps for the ladies, and blankets to spread on the ground. I was in excellent spirits, and exulted over the admiration I should receive from my companions, when I explained the use of the gas, and demonstrated its power, as I expected to do that day.

The ride to the grove was uneventful, though several times, by pressing first one button and then another, I gave the machine a gamboling kind of gait, which excited some surprise on the part of the others, who continually warned me to use more care in riding. The hill, at the foot of which lay the grove where we stopped, was semi-circular in form, one end sloping gradually down to the sea, while there were spurs at the other end which ran far into the water, forming with the main land a safe and delightful harbor, which at this time was filled with sailing vessels of all descriptions.

On the other side the hill ran almost perpendicularly down to the ocean, and so dangerous was the coast in stormy weather, that a thoroughly equipped life-saving station was maintained there at all times.

After we had wandered through the woods for an hour or more, we partook of our lunch, and that disposed of, I unfolded to my friends the history of the wonderful gas, and the use to which I had put it. They were naturally somewhat skeptical, and expressed doubts as to the capabilities of the gas, which I said I had investigated and accordingly would demonstrate to them the truth of my statements by riding up the hill with my wife upon our tandem.

So mounting the machine I let the gas into the wheels, and we rode up the side of the hill with the greatest of ease, while they stood below watching us with evident astonishment. When we reached the top we found that the hill at that point was not over six inches in breadth, but immediately began to descend to the ocean. Taking in the situation at a glance, I pressed the buttons on the left and put on the brake, but horror! no effect was produced, for the gas did not escape, and the machine, not resting on the ground, was carried by its momentum out over the sea, and there we were, suspended in mid-air.

Fortunately, the machine did not rise any further, but our situation was appalling, and what to do we did not know. Our friends who had seen us disappear over the top of the mountain, supposed of course we would descend on the other side, and began to discuss the wonderful feat without any anxiety for our welfare. So what seemed to us an interminable length of time passed by, and there we were hanging between heaven and earth, with no prospect of an escape from our peril except by the interposition of Providence. When, after waiting a long time, we did not appear, our friends wandered leisurely down to the sea-shore and around the point to the ocean side, expecting to meet us.

To their surprise we were nowhere to be seen. At length, catching sight of them, I called out at the top of my voice, and succeeded in attracting their attention. Tearing a leaf from my memorandum book, I wrote a note describing our situation, and my fear of experimenting with the apparatus, and pinning it around my knife, I threw it toward them with all my might.

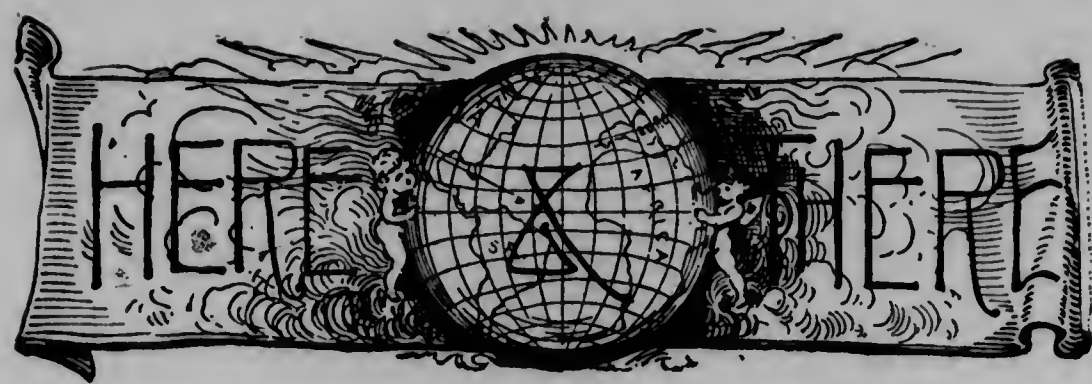
Fortunately, it landed close by them, and reading the note they learned all. We could see them walking to and fro. More persons assembled, and soon many telescopes were directed toward us. At last we saw the crowd hasten away toward the life-saving station and drag out the mortar used to throw a line to wrecked ships. A flash of light, the report of a cannon, and a rope came flying over our heads, and fell just in front of my wife, who grasped it with such force as almost to draw her from the machine.

I seized the rope, and tying the end of it to the machine, gave a pull upon it as the signal to draw in.

Slowly we began to descend. It was with the greatest difficulty I could keep the machine upright, but at length we reached the ground and fell into the arms of our friends, exhausted by the excitement and anxiety.

We were taken home in a carriage procured from a neighboring house, and the machine with us, but nothing could induce me to ride upon it from that day.

Even the entire sacrifice of the remnant of my personal beauty was preferable to the repetition of an experience like that.



SAMUEL JOHNSON, the lexicographer, said: "There is nothing which has yet been contrived by man, by which so much happiness is produced as by a good tavern or inn." There is much truth in this, particularly to a cyclist. I never heard a wheel trip through England discussed, where they did not dwell more on the inns than on the roads. The wayside inn, covered with ivy, pretty bar-maid, and hospitable landlord—moments of pre-railroad days—are still supposed to greet the wheelmen, but only here and there. Wonder if Johnson ever rode a wheel? He was too poor to "coach," too lazy to walk, nevertheless he found out that the tavern was one of the bulwarks of modern civilization. Well, if he was as awkward on a wheel as elsewhere, he had his share of headers.

THE nearest approach we have to the typical English road, is the Harmony road. Old fashioned taverns still line the road, which is plank for fifteen miles, then comes fifteen miles of clay. Who that rides a wheel hereabouts that has not stopped at Keating's for lemonade, or, perhaps, something weaker. The tavern just beyond Perrysville, at the foot of the hill, was there long before Perrysville was heard of. The pole that stands in front of the house is surmounted by an oval board, which informs those who stop scorching long enough to read that this tavern was built in 1797, and rebuilt in 1857. Just think of that, as you coast by the little inn at the foot of the hill. In those days Pittsburg was feeling quite large, having just adopted the name of Fort Pitt, in preference to Fort Duquesne.

AN article has been going the rounds of the wheel papers, stating that the bicycle was probably the highest priced machine on the market, costing three dollars a pound. The fellow that wrote that is evidently not a wheelman, as the wheelmen want to pay ten dollars a pound, only asking that its weight shall not run over twelve or thirteen pounds, for a roadster.

FLYING Star(t) Charlie is in receipt of his old 51-inch wheel. Charlie looks as pretty as a peach, when riding and by many is thought to be the original of the famous bronze statue, "Ajax defying the toll-gate." "Cholly" will explain to any one how it works, and also give you a few pointers on dead-centres, headers, spurring, hill-climbing, and the H. B. S. M. Co. —No charge; you are perfectly welcome; don't mention it.

FROM NEW MEXICO.

"ADAM."

As promised you, Mr. Editor, I send you a few lines of what I have seen in my wandering across the continent. When I left the Hub, cycling for the year was practically finished. I felt that when I reached the Mississippi River I should find a country with good roads, and was not disappointed. Leaving Boston one evening, I was whirled through space and awoke next morning at Binghamton, which place is the owner of a live cycling club. I have the pleasure of knowing a few of the members, but press of time forbade me making a call. At Owego a former L. A. W. member introduced himself, and we journeyed together until the next morning, when I was obliged to leave him at Cincinnati. As he was thoroughly acquainted with the country through which we were passing, he made it extremely interesting in pointing out the places of interest en route.

LEAVING Cincinnati for St. Louis, I passed through Vincennes, Indiana, and remembering that one of the Quebec tourists belonged at that place, I telegraphed for him to meet me at the depot.

PROMPTLY on time, the train stopped at the station, and President Isaacs and H. J. Foulks met me, and after a few greetings we adjourned, where, I need not say. The twenty minutes allowed for a stop, was all too short, and promising that if I went that way again I would plan it so as to remain a few days, I boarded the train, and was soon on the way to St. Louis.

THE roads through Indiana are said to be good, but a severe drouth during the summer and fall, and the rains which had lately fallen, made them a sticky mass of mud.

ST. LOUIS was reached, and the few minutes' stop before boarding the train for Kansas City, prevented me from calling on the League's Treasurer.

DURING the night we were, on account of an accident, hung up at a little station in Missouri for six hours, thus missing the connection for the West. At Kansas City I went up town to call on some friends, none of whom are wheelmen. Next morning started out across the Kansas prairies, and went through pleasant places, following the old Santa Fe trail.

AT Trinidad, Colorado, the really good roads begin. The Santa Fe trail is of the hardest kind of gravel, resembling some of the roads in Newton, and I can imagine no better place for a tour than to follow that road down through Los Vegas, Santa Fe, to Albuquerque. At Los Vegas I met an old acquaintance, a League member, and who, until recently, lived in Chelsea.

AT Santa Fe I called on Mr. W. G. Simmons, another of the ex-members in the Territory, and had a pleasant chat with him.

ALBUQUERQUE rejoices in one member and two riders, and why the wheel has not any more devotees, it is hard to imagine. The streets at that place are simply superb, and the road to Tejas Canon is elegant. Having occasion to go into the country sixty miles, I went on to the prairie east of the Zandia mountains, and found more nice roads.

WHEN I get located here I shall bring my wheel out and enjoy the riding in this country. I leave here in a few days for Southern California, and will give you another letter later on.

IN the country districts, Spanish is the prevailing tongue, and English-speaking people are in the minority.

ST. LOUIS.

"LINNEUS."

THE 'third entertainment of the Missouri Bicycle Company takes place Thursday eve, Jan. 12. It will be a varied one as the last one was, which proved so eminently successful. The glee club will make their initial bow, and I wonder if the club will ever be able to get the melody out of the gym, after such singers as Geo. Osters, Will Barrow, Boswell and Klipstein have a "go" at it. The glee club have weekly rehearsals every Thursday night, and promise something "big" when they come out.

THE last entertainment was indeed a fine one; a good deal of comment is heard that the *Post-Dispatch* Omen, "Hew" & Co., have only given it passing notice. If the fly gentleman, who supplies the news for the above paper, and uses the nouns de plume in writing for others, would make it a point to be present at these entertainments, he would find something to write about that is of interest to the general public.

I AM sorry to notice that no one has as yet given Miss Medart and the other performers the credit they deserve, and I hasten, at this late day, to make reparation as far as possible. Miss Medart was in excellent voice, and gave her soprano solo, "Robert, Toi Que j'Aime," such a rendering as is seldom heard from an amateur. More could perhaps be said of this lady's fine voice, but a fear of being "Klipp-ed" prevents me. Mrs. Jno. Kroger gave a fine piano solo, and Mr. Hy. E. Groffman sang his basso solo, "The Gold Beater," in his usually fine style. Billy Barrow proved that he is able to sing as well as he teaches gymnastics, but why did you do it in shorts, Billy?

IT is rumored that Captain Brewster intends resigning the chairmanship of the Entertainment Committee. He says there are many members in the club who have the time, and can attend to the duties of the position as well, if not better, than he can. This may be true or not, at any event, the Captain has placed the mark so high that it will be hard work for a new man to reach it. For this reason and many others, it is to be hoped that the Captain will continue at the helm until the opening of the riding season.

THE weather has turned clear and cold, and the roads are in fine, hammered-down shape. It is quite the thing now-a-days to strap your skates to your back, mount your wheel, and spin out to Forest Park for a couple of hours of fine skating on some of the numerous lakes out there. Quite a party enjoyed the fun by moonlight some evenings since, and yesterday, the road being so fine, our "forty-niner," C. C. Hildebrand, could not withstand the temptation to take a run out to Ballwin, twenty miles away. It is, perhaps, unnecessary to state that he stopped at Kirwood going and returning.

THE gymnasium class of the Missouri's, under Will Barrow's guidance, is flourishing. The attendance keeps right up from twelve to fifteen pupils on the designated evenings, and all seem delighted with the gentlemanly way Barrow teaches them. It is indeed a funny sight to see how awkward some of the best riders are in jumping over the "horse," or exercising on the rings. Percy Stone is putting in regular hours, and seldom fails to show up on class evenings. If he keeps this up and is re-instated, as I hope he will be, I venture the prediction that neither Rich, Crist, nor Kluge, will be able to throw any dust into his eyes the coming season.

"Klip." was presented with a fine dog some time since, and is consequently happy. He says he'll "be 'dog-goned' if he ain't a setter, too."

NEW JERSEY NOTES.

"RATCHET."

A HAPPY NEW YEAR to all, and may all our lives through the coming months be less cloudy than the first day of the new year. The past year in this state, viewed from a cycling standpoint, has not been as lively as some of the preceding ones, and yet it has not been entirely devoid of events of more or less importance. We have had smokers and a fair by the Plainfield B. Club; entertainments by Hudson County, Passaic County, and Atalanta Wheelmen; house-warmings by Union County, Elizabeth, Atalanta and Trenton; a little spicy excitement in the Orange Wanderers; changes in the firms of H. A. Smith & Co., Reber & Saich, and Reeves & Jagers; a tricycle and bicycle record by Kluge; unfulfilled promises by the King Wheel Company; some very hot discussions on road racing; New Jersey Wheelmen's trip to New Haven; fleeing of Rogers & Co. out of a tandem by "Dr." Cooke, and subsequent disappearance of Rogers & Co., race meets at Camden, Millville, Burlington and Roseville; spirited meetings of New Jersey Division, L. A. W.; two 25-mile road races of "Alphabetical Association"; shorter road races of Plainfield B. Club, Union County, Passaic County and Elizabeth Wheelmen and Orange Wanderers; runs without number by clubs and individuals; formation of Ilderan B. Club, at Bayonne; trials and tribulations of the New Jersey Cycling and Athletic Association; split in the Trenton B. Club; visit of the American team; visits from Geo. M. Hendee; and—oh, well, I guess the list is long enough to show that "Jersey" has done something, at least. Let us hope that before the close of 1888 we will have done that which is most important of all, viz., secured better roads throughout the State, for the use of wheelmen.

WHEN, oh when, will that reliable book of records be published? And echo answers, "When?"

THE resignations of Mr. and Mrs. L. H. Porter, C. W. Baldwin and E. M. Cowdrey will be acted upon at the coming meeting of the Orange Wanderers.

E. J. DECKER took a run of about thirty miles last Friday morning on his Springfield Roadster, and says he found it "decidedly cold work." I don't doubt it, as the thermometer registered about four to six above zero.

Now that club elections will be in order, I hope to receive results from Secretaries of our Jersey clubs, the majority of whom have my address. Those who have not, would confer a favor by sending same to the publication office.

Those who have the idea that cyclers are effeminate creatures, should have seen the "solitary one" riding over the inter-club course in the direction of Milburn last Friday morning. Whew! but it was cold, and the wind was blowing in his face at a twenty-five-mile gait.

So the "Senator" "would not think of touching Roseville." Well, well, "Senator," we'll wait and see. Just for the sake of being contrary, I'll bet you a good cigar that, providing you bring a team to this great and ge-lorious republic, you will "touch Roseville." You can't 'elp it, you know.

THAT the Roseville track will see more use during the coming year than it did the last, I am confident. The association is quietly working to make the season as successful as well as a lively one, and it is hoped that the clubs in this section will do something in the way of holding tournaments on the Roseville track, to help the association along.

I AM sorry to be compelled to record the disbandment of the Montclair Wheelmen, a club which had been in existence barely two years. The members at the outset were very enthusiastic and a rosy future was predicted for the club, but for the past season there has been a gradual falling off in the interest, until it was decided to disband. I am pleased to hear, however, that another club will be formed in the early spring.

MR. EDITOR, kindly grant me the privilege of correcting a slight mistake which occurred in your last. The last number of *Recreation* was published Nov. 27, 1886. This was on Friday, and on the following Tuesday the franchise was sold to New York parties, who in turn leased the *Wheel and Recreation* to F. P. Prial, and the succeeding number of the *Wheel* (Dec. 4, 1886,) was the first under the new order. Your mistake is in crediting the change to 1887. (No harm done?)

No more *Record*! Well, the paper has not been up to the mark since George S. Darrow's death, but, nevertheless, it will be missed, if only on account of the cartoons which were sure to call forth a smile. Now that there are but two cycling weeklies in the field, we shall expect a big fight for first honors between Editors Fourdrinier and Prial. I'll go my pile on the Bt. WORLD holding the position it has already won of being "the brightest and newsiest cycling journal in the country."

THE recently organized New Jersey Athletic Club, of Bayonne, is growing rapidly, and now has over 300 members. The club is hard at work clearing and grading its grounds, and will soon begin work on the grand stand. The club will make provision for all kinds of athletic sports, including cycle racing. It will have lacrosse and bowling teams, and a first-class base-ball club. Stagg, the crack pitcher of Yale, will be one of the "sphere-twirlers," and the nine is expected to be the strongest amateur team within three hundred miles of New York.

I WONDER if any of your readers, Mr. Editor, know how very near we came to having Mr. Henry Ducker as a fellow-Jerseyman? A certain prominent printer, who is also interested in the New Jersey Cycling and Athletic Association, was so situated at a certain time that he could offer Mr. Ducker a very lucrative position. He journeyed to the East to try and arrange the matter, but found that he was one day late, as on the day preceding his arrival Mr. Ducker had tied his hands, and consequently Buffalo secured the "hustler," instead of Newark.

RECORD OF

THE WEEK.

WE greeted the new year on the special "toboggan train," which was carrying us and a party of our friends from Saratoga, N.Y., to Albany. We had been up to Saratoga enjoying a ride on one of the finest slides in the country, and as we returned, one of our party stood, watch in hand, and at the proper second, he proposed "three cheers for the new year." Almost simultaneously with the proposition the chimes from the Cathedral and St. Peters, Albany, broke the stillness of the night air, and so we entered the ancient city, the merry peals ringing out, and the snow creaking under the runners of the sleigh that took us home. It was an ideal winter's night, and one we shall long remember with satisfaction.

THE Pope Manufacturing Co. and Harry Corey will make a pretty strong combination, don't you think so?

GEORGE MOORE has an excellent cartoon in the *Bi. News* of Dec. 24, showing the launching of the "Cyclist's" life boat.

THE "Cyclist's" Life Boat has been launched, and our English exchanges have full and interesting accounts of the ceremony.

WE spent our Christmas holiday amid snow and ice, tobogganning galore and sleighing superb. On arriving in Boston last Tuesday, we found the ground bare.

THE return of the American team to this country next season and the visit of Howell to our shores at the same time, are not such sure pop events as we could wish.

WE are glad to hear that Mr. Ross and Mr. Butcher are almost as good as new, having recovered from the effect of the gas explosion, which occurred last November.

ALL the British cycling annuals are out. We have not time to review them this week. We say "all." Well, there are only three this year. *Wheeling* will not issue one.

THE Dorchester Bicycle Club voted to withdraw from the L. A. W. as a club, but all the active members have signified their intention of joining, as they see and appreciate its good.

WE are going to have a visit from Ned Oliver in the course of a couple of weeks. We have not "set" eyes on "Happy Ned" since May, 1886, the date of the League meet in Boston.

WINTER seems to have got a good grip on this time, and as he has spoiled cycling, we hope he will be kind enough to give "we uns" of the East and North satisfactory tobogganing weather.

A MILLION dollar road is to be built through Central Park, for the

exclusive use of those who own fast horses, and wish to speed them. That is, it will be built if the Park Commissioners will consent, and the million dollars is forthcoming.

MR. A. P. BENSON, First Lieutenant of the Dorchester Bicycle Club, has 3850 miles to his credit, having ridden the last 250 miles in December. He has taken three century runs during the season.

THE *Wheel* wants to "bomb" the burly negroes of Mobile, because they are hired to assault riders of bicycles on the shell road. We move an amendment and suggest the dynamite treatment be tried on the brutes who hire the negroes.

We commence this week on our "Trade" column, and shall as soon as data can be obtained, give descriptions of all the novelties which will appear the coming season. The "Volunteer," a new Columbia machine, claims our attention this week.

It is stated that Chief Consul Jessup will add his voice to that of those in the petition asking the Board of Officers to reconsider the refusal to endorse Wells' appointments. If Mr. Jessup adds his name to the petition it must, of necessity, carry weight.

We are glad to notice that Philadelphia wheelmen purpose holding a meeting, and forming an association for the better furthering of the work of agitating for improved streets and highways. Owners of horses and carriages will be asked to co-operate.

GENERAL LORD WOLSELEY has expressed himself in favor of a cyclists' corps for home service. He wants the cyclists to be separate and extra, so that the present strength of the regular and volunteer force might not be weakened by drawing on their numbers.

MR. H. T. HEARSAY, of Indianapolis, Ind., was in Boston last week, and did us the honor to pay us a visit. Mr. Hearsay is a large dealer in new and second-hand machines, and also makes a specialty of repairing. He represents the Rudge machines for his city.

PRINCE WELLS was in Louisville Christmas Day, just long enough to see his relatives before leaving for Chicago, where he joins a theatrical company for a period of 26 weeks. He was just from New Orleans and Memphis, where he was engaged four weeks.

MR. JOHN VERHOEF, of Louisville, Ky., completed an exceedingly pleasant tour last fall from his home to New Haven, via Niagara Falls. His average from Louisville to Niagara Falls, was 65 miles per day, and from the Falls to New Haven, 50 miles. Mr. Verhoef is attending Yale College.

MR. PRIAL wishes the editors of this paper a Happy New Year. We accept with thanks, and wish him very many of them. Now if Prial would only join forces with us, and fight for class racing and time limit, and *nothing* less, we might do something towards reviving the very dead sport of bicycle racing.

The new binder which we offer at \$1 each, is far and away the best thing of the kind ever put on the market. If you want the *Worlds* on file in good shape, send for one. Also if you desire to find any periodical the size of the *World* send for our binder. It cannot be equalled in neatness and handiness.

MR. MALTBY, who, with the American team, has scored such a success abroad, will return to this country some time this month. It will be remembered that Mr. Maltby left San Francisco in June, 1886, and has, since that time, travelled round the world, meeting with the greatest success everywhere he has appeared.

PRIVATE advices have been received from Captain Elmer G. Whitney, of the Boston Club, which point to the probability that he will make his home on a sheep ranch near Albuquerque, N. M. He will, however, come back East some time in May for a short visit, and then he will return to his new home for an indefinite period.

MR. H. M. SABEN will look after the interests of the Rudge Company, and the head depot of these machines will be as heretofore, at No. 152 Congress St., Boston. Mr. Saben has been long connected with Stoddard, Lovering & Co., and the bicycle department of that firm. He is thoroughly conversant with the business, and with the agencies of the Rudge bicycles. We most sincerely congratulate Mr. Saben on his promotion, and we can assure the Rudge people they have secured the services of the right man.

A STRANGE story comes to us in regard to the theft from, and recovery of a bicycle, by the Pope Mfg. Co. A new machine was sent to a purchaser in the West by freight. When the crate reached its destination, it was found to contain a second-hand machine. Detectives were set to work, and it was found that a youth, whose name is suppressed, obtained access to the car containing the bicy-

cle, and had taken the new machine, substituting his old one. Out of pure consideration for the thief's family, the Pope Mfg. Co. refused to prosecute.

We are expecting a lot of the Christmas number of the *Irish Cyclist and Athlete*, and shall be ready to furnish copies at twenty cents each. "Hee-Haw-Watha" is the title of the book, and it is supposed to tell how this celebrated North American Indian crossed the briney and visited all the celebrities of England and Ireland; he then comes home and relates to his family and tribe the wonders he has seen in the old world. It is a brightly written parody on Longfellow's great poem, and will be of particular interest to American readers. We shall have a limited supply, and hence those wishing a copy of "Hee-Haw-Watha" should send in their twenty cents right away.

"Our very misleading contemporary, the *News*, expresses dread lest the *Bicycling World* should 'once more hold forth against England, as represented by G. L. Hillier,' on the time question. The *World* is too well edited to have ever been foolish enough to confound the opinions of the English wheel world with the fantasies of Mr. Hillier, and the suggestion that it would stoop to tirades against England such as those directed against America, is unfair in the extreme." The above is from our esteemed contemporary, *Wheeling*, and we can say they are positively correct. We never imagined that Mr. Hillier reflected the opinion of Englishmen on things American. We do Englishmen more justice than that. All we ask is fair play, and that is something Hillier does not seem to know the meaning of. We confess to the fact that we should not hit so often were not the object the head of that ultra "Anti-American" individual.

THE *Cyclist* says: "In last week's *Irish Cyclist* Mecredy, or another, pens an able article on 'Loafing,' in which he both agrees and disagrees with Mr. Hillier and the *Bicycling World*, who argue the practice from different premises. Short of carrying loafing to the *reductio ad absurdum*, we are inclined to support G. L. H.'s view of the question. If, as has been stated in some quarters, it is a fact that gates are likely to suffer from waiting races, clubs holding race meeting have their remedy to hand. Let them boycott known offenders. This is Dr. Turner's proposal for dealing with the amateur question, and a very good one, too." We agree with our esteemed contemporary and also Dr. Turner, "boycott" the offenders. That is right in line with our stand. We still insist, however, that the true remedy is "class racing and time limit," anything short of this will not prove a successful cure for the present sick condition of racing in this country.

MR. KENNETH BROWN of Harvard ("91") is one of the most enthusiastic riders that has ever entered that college. He sends us his record for 1887, which shows that a large share of his riding has been done in touring. We append his record: January, 0 miles; February, 112; March, 438; April, 650; May, 320; June, 730; July, 221; August, 763; September, 232; October, 150; November, 314; December, 127; total, 4057. Riding begun Feb. 16th, ended Dec. 31st; longest day's ride, 74 1-2 miles; longest tour, 915 miles, from Chicago to Syracuse, N. Y.; riding done in Illinois, Colorado, Indiana, Michigan, Canada, New York, and Massachusetts. Machines used: Columbia Light Roadster, principally; also 54-inch New Mail, 52-inch New Mail, 51-inch New Mail, and Rudge Racer. One accident from slipping of machine on asphalt, which prevented him from riding for four weeks.

THE "R. I. Wheelmen," thus early in 1888, bring forward their claims for a record, feeling confident that it will be awarded to them. About eleven o'clock Saturday evening, a dozen of the "Rough and Ready" members gathered at the club house, to take part in a "Watch-night run." Captain Mitchell had command of the party, assisted by Lieutenants Speirs and Bennett, and the genial Doctor Bogman, of "1679" fame, was on hand, armed with his pocket flask to defend the party from "Road Hogs." After pulling coat collars up, and adjusting ear muffs and gloves, the party started out over Market square and up Westminster street, but was soon halted by Lieut. Speirs at a lunch wagon, which, by the way, he always finds hard work to pass without stopping. After hot coffee, a mount was again made, and the party soon reached Roger Williams Park. The three wheelers were soon on the ice, and a scrub race ensued, between Messrs. Titus and Gibbs, on a Columbia tandem, and Perkins and Bennett, on a Rudge-Humber, the latter winning by a few inches. Adjourning to the half-mile circle, the single "trikers" also indulged in a race, the "Doctor" winning, hands down. Doc and Bennett, on a Rudge, defeated Speirs and Clafin, and then the wheels were turned homeward, and arrived at the club house at 1.45 A. M., thus ending the last run for 1887, and the first one for 1888. Is this record?

THE Pennsylvania Bicycle Club's new building, on Girard avenue

The COVENTRY MACHINISTS' COMPANY

LIMITED.

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles:

Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.

239 COLUMBUS AVENUE

BOSTON, MASS.



Christmas Number of the
Irish Cyclist and Athlete

SHOULD you ask me whence these stories.
Whence these tales and these traditions.
With their frequent repetitions.
With their numerous errata,
With the rushing of the cycles,
With the thunder of the football,
With the smashing of the racquets,
With the yells of the spectator,
With the odor of the oil-can?
I would answer, I would tell you—
From the wigwam of the Paleface,
From the Editorial sanctum,
From the goose-quill of Macreedi,
From the writings and inscriptions
Of his well-conducted paper.

FOR SALE BY
Bicycling World Co.,
American Agents.
12 Pearl St., Boston.
Price, 20 cents, Postpaid.

When we are compelled to use racing wheels to make records,

WE SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350 1-2 Miles in 24 Hours,

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 * MILES * IN * TWENTY-FOUR * HOURS.

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

 Catalog cheerfully mailed on application.

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

below Fortieth street, Philadelphia, is one of the best adapted buildings of its kind in America. The lot on which it stands faces the concourse, and is 195 by 40 feet. The base of the building is of an imported English redstone, and the walls above are of the Perth Amboy mottled brick. All the exterior ornaments are made of hammered copper. In the sub-cellar two large heaters and a boiler furnish the hot water for the use of members and heat the house. Above the cellar, and leading to the street by an easy incline, is the wheel room. This room is supplied with washstands, hot and cold water, and racks for holding the machines. Adjoining the wheel room is a fire-proof vault for the storage of oils and waste. The reception room is on the second floor. Adjoining the reception room is the reading room, which is supplied with all the choice literature of the day. On the right of this floor are the ladies' toilet rooms, which are supplied with all the modern conveniences. The third floor is used as a meeting room, and contains billiard and pool tables. The front room is used as a smoking and card room. The fourth floor is taken up by the dressing rooms, gymnasium and bath rooms, which are the finest in the city. The entire building is finished in hard woods, and the gas is lighted by electricity.—*Sporting Life*.

CHAIRMAN DONAHOE, with Dr. Kendall and Wm. Ford, the Entertainment Committee of the Boston Club, laid great plans for the fitting observance of the birth of the new year of 1888. The entertainment took the shape of a birthday party, that proved so successful last year in this club. Music, jollity and fun reigned supreme. The music took the forms of classical, comical and sentimental. The classical was furnished by Mr. T. J. Harriott of the Mozart Club, and Mr. Tom Henry of the Cadet Band. The comical was furnished by two "artists" of sable hue from the West end. A fine supper was served by Steward Nottingham, and all present partook generously. As the time approached for the death of the old year, and the birth of the new, the members ranged themselves in line and prepared to offer "a solemn reception to his lordship, 1888, whose health and benedictions were drunk and solicited, whilst his infant majesty was awakened by the cheerful, if discordant, chime of half a hundred bells," all according to the programme arranged by the efficient committee. Then under the leadership of Tom Henry, who blew his cornet manfully, and Chairman Donahoe, who flourished a billiard cue bravely, the members marched all over the house, and, to a toast given by President Hodges joyfully drank the health of the new year.

We regret exceedingly that we cannot give in detail the ceremonies that attended the launching of the *Cyclist's* great gift December 17, but we clip from that paper a notice of the event. To Mr. Sturme, and Iliffe & Sturme all honor must be accorded for the great success of the venture: "What has undoubtedly proved to be the event of the year in connection with cycling has passed off with the utmost success. We refer to the launch of 'The Cyclist' Lifeboat at Hartlepool last Saturday. The weather was as perfect as we could have wished; indeed, we could scarcely have had more suitable had it been specially provided for the occasion. Everything went swimmingly. The utmost enthusiasm was shown by the sister towns of Hartlepool and West Hartlepool in the matter, the launch and ceremony being witnessed by upwards of 20,000 persons. The occasion was taken advantage of as a means of initiating a period of good fellowship and amity between the public bodies of the old town and newly-appointed ones of the younger borough, for West Hartlepool has only this year been granted the honours of municipality. The rivalry between the two towns has in the past been almost bitter. This was many years ago, however, and matters have been gradually healing between them. The wonderfully good feeling exhibited on Saturday last shows that, at least, the bitterness of the rivalry has been buried in the oblivion of forgotten lore, and the Hartlepoons will, we imagine, in future act upon the motto. 'Together we stand divided we fall.' In every way the launch of the boat was successful. The demonstration was the largest and most important ever held in connection with the pastime, or with the launch of a lifeboat, so that cyclists can consider that they again have scored a record. That Hartlepool was the right place for the boat we have undoubted proof in the terrible narratives of shipwrecks which were related to us while there, and it was the opinion of all that 'The Cyclist' Lifeboat is manned by a crew who will do their duty nobly and manfully when occasion requires. Although, perhaps, the last of the Jubilee celebrations, we consider the project supported by the cyclists by no means the least. The fact of the whole affair having been originated and completed in the thorough and decidedly successful manner in which it has been, during the Jubilee year, is one upon which cyclists may congratulate themselves, and the subscribers to the Cyclists' Jubilee Lifeboat Fund who will peruse the report of the proceedings which we publish to-day, must feel a thrill of satisfaction and pride at having been instrumental in achieving the success of 1887."

THE SAD CYCLIST.

THE 'cyclist sat by a cheerful fire,
The 'cyclist's face was sad.
Without the wintry winds blew cold:
He wanted an ulster bad.

He looked at his empty pocket book,
And thought of the unpaid bill
For the Christmas gift he sent his girl,
Who lives on Beacon Hill.

As he gazed at the fire a bright thought came,
He looked at his old machine
That stood in the corner, close at hand,
Half covered by the screen.

Quoth he, "'Tis always sad to part
With friends of days gone by,
But when the parting needs must come,
It is no use to cry."

"I'll hie me to my uncle's shop,
Just off of Tremont street,
And swap it for an overcoat—
One good, genteel and neat."

So, suiting action to the word,
He rose, and stood beside
The old machine that carried him
On many a jolly ride.

Its battered rim and bended spokes,
All told of frequent use;
While, here and there, a rattling sound
Came from the bolts, so loose.

Its nickel plating deeply worn,
Enamel badly cracked;
Its drooping pedals, twisted bar,
And backbone sadly racked.

Reminded him of many rides,
O'er streets and country road.
But, holding back the tears that came,
Forth from the room he strode.

At length his Uncle's shop he reached,
And boldly stepping in,
Made known his want in accents few—
He hardly could begin.

Then "Uncle" scanned the old machine,
And said with merry laugh,
"Vell, sir, for such a *fine* affair,
Von tollar and a haf."

The 'cyclist wandered slowly home,
His face was *very* sad;
The wintry winds blew *very* cold,
He wanted an ulster bad.

HOW WE "DID UP" BLOBSON.

"GENTLEMEN, allow me to introduce to you my friend, Mr. Hezekiah Blobson, of Peaville, Mass."

SUCH was the remark of our Captain Vance, of the Ramblers of S—. Had any other mortal in our club but Vance introduced the specimen that stood before us as Hezekiah Blobson, he would have at once been the mark for most unmerciful guying, but when "Cap" introduced a man to our fellows, or expressed an idea at our meetings, the individual or the idea at once commanded respect, hence all the men very politely took Mr. Blobson by the hand, and assured him that they were "charmed to make his acquaintance." Now Blobson was not a "pretty man;" on the contrary, he was the most "ornery" looking mortal it was ever my bad luck to look on. His face was a curiosity, as a whole, but in detail it took the bakery. His hair was sparse, and what there was of it was a sort of cloudy, dun color, his nose was broad and had a tendency to be *retroussé*, his eyes were "out of true," and his seven by nine mouth constantly assumed a vacuous smile. As to his body and limbs, they were not up to the Apollo standard, and his feet and hands were marvels of size. He seemed to be always trying to hide these extremities as though he were ashamed of them, and I don't wonder at it.

No, it cannot be said that Blobson] was "pretty." Neither did

Blobson appear brilliant; his vocabulary was limited, and seemingly was confined to a few ejaculations, which in turn expressed delight, wonder, assent, or doubt. These adjectives were confined to "Gee!" "Gosh!" and "Well!" but 'tis a fact he put a world of expression in the three words.

We (the club) were about to start on a little run of some twenty-five miles into the country, and Vance, for some unknown reason, had asked Blobson to come along. Now, our men are rather proud of their personnel, and every man is noted for his innate desire to "appear well." I must confess to a feeling of disgust as I saw this "freak" climb on to his machine, and start along the road in such a very uncertain and wobbly manner as to excite the derision of every one who saw him. He was a fearful rider, and needed the whole wide road in order to navigate. The "right of road" was accorded him as none of our fellows cared to run the risk of being smashed.

We finally reached our destination without any very serious delay. True it is that Blobson caused three trifling delays and a ripple of excitement by taking three harmless but comical headers. Once it was an erratic chicken that caused his downfall; another time, he failed to negotiate a corner just right, and came in contact with a lamp-post; and lastly, his machine became restive and deposited him in a ditch filled with low, thick bushes, and from which it took some time to extract the luckless cyclist.

Jack Brown is the wag of our club, and one of the most incorrigible jokers in all New England. Now the jokeful Jack saw in our guest material for fun, and as his bump of veneration is not large, it mattered little to him who was sponsor for Blobson.

He began operations by assuring our awkward friend, that he (Brown) discerned qualities in him that betokened the making of a fast man on the road. Brown emphasized this to such an extent that Blobson really began to show signs of swallowing the flattery. Having laid the foundation, Brown then proceeded to build the fabric of what proved to be a cruel, practical joke; he described our different men, taking care to give the qualities of the fast road rider to our slowest men, and singling out our club champion, Harry Merrifield, as the slowest man.

He then alluded to the supposed insane vanity of Harry, and said that if he (Blobson) would only consent to scorch Harry back into town and beat him, he would incur the everlasting gratitude of the club men, as "Harry was so inconceivably conceited, that a good take down would do him good." In view of the fact that Harry, as well as being the fastest road man in our city, was withal the most modest, it will be seen that the men who were in the swim with Jack in cooking up the joke, must have been immensely amused.

Under the influence of this arch deceiver's words, and the potent effects of a couple of bottles of "Bass' white label," Blobson began to boast and aver that he could "do" Harry back into town. The upshot of all this was that a match was made between Blobson and Harry, on the result of which depended a fine dinner for the crowd, and a silk hat for the successful man. A strange feature of this was that Captain Vance seemed to enter into the fun of the thing, and urged on Blobson, with the palpably false assertion that he would have "no trouble to beat Harry out of his boots."

All the men by this time had worked themselves up to a high pitch of excitement in the anticipated amusement they would enjoy at seeing the discomfiture of Blobson when Harry "let out."

The preliminaries were all gravely arranged, and finally were completed. Blobson's "vacuous smile" had intensified, and he bore the semblance of an idiot more than ever. The private arrangement was, that Harry was to fake the race until about a mile from home, and then "leave."

At length, amid derisive cheers the men were started, Blobson wobbling along at about a seven-mile gait, with every show of much effort, and Harry following, working as though it was hard to keep up. Then came the rest of the boys, enjoying the fun, and making themselves hoarse cheering on the unfortunate Blobson. At the end of about five miles, it seemed as though our dupe was going a bit faster, and he seemed to hold his machine a little steadier. At the end of ten miles the men had all stopped cheering, and taken to riding, as it was evident to the amazement of all, that Blobson was cutting it out at the rate of fifteen miles an hour. When fifteen miles had been covered, Blobson, Harry, Vance, and the chronicler were the only ones "in," as the pace had grown hot, and our guest was travelling at a desperate rate, that had shaken the gang, and a more astonished lot of men were never seen.

At twenty miles, five miles from home, Blobson just leaned a little further forward over his handle-bars, and shot away from us as though we had been standing still. Harry responded to the spurt nobly, and for a couple of hundred yards held his man, but it was no go, as our "dupe" (?) raced clean out of sight, and when we arrived at the club house we found Blobson calmly seated, pulling away at an enormous cigar. The "vacuous smile" was there, but as one by one our crestfallen men dropped in all blown with their exertions, he still preserved his imperturbable demeanor, and

strictly confined himself to his monosyllables. As for Jack, he was too utterly wretched and amazed to say anything. It was a pure case of the biter bitten.

During the confusion Blobson must have slipped out and gone away, as no one could tell when he left, and we have never set eyes on him from that day to this. Capt. Vance was very reserved on the subject, though the more observing have vowed they detected a wickedly merry twinkle in his eye when in after days this wonderful exploit of "Blobson's" was referred to. Was the captain in the secret, and was he a party to the scheme on the side of Blobson, and who was Blobson anyway?

THE NEWCASTLE (ENG.) SIX-DAY RACE. RECORD TIME.

THE 48-hour race at Newcastle, England, was brought to a satisfactory close on Saturday night, Dec. 10th. It proved to be a close race between Battensby and Young, resulting, as shown below, in a victory for the Blyth man, and not only victory was his, but he succeeded in securing record for this kind of a race. Up to Friday night, Dec. 9, Young lead Battensby. The result is as follows:

	Miles.	Laps.
Thomas Battensby, Blyth,	792	3
James Young, Glasgow,	792	2
Charles Terront, Bayonne,	764	3

W. J. Morgan, at Indianapolis, did 728 miles in 48 hours on a seven-and-a-half lap track, Lumsden did 655 miles at Edinburgh, so the record is beaten by about 64 miles.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

W. E. CRIST, of Washington, and Fred Foster, of Toronto, have been engaged the services of W. J. Corcoran, of Boston, to take charge of them during the season of 1888. Mr. Corcoran will move to Buffalo about April 1st, at which place and time both Crist and Foster will go into active training. Mr. Corcoran, with Bromly of Sheffield, has had charge of George Littlewood, the English ped., during his engagement in this country. There is no doubt that if Rich or Crist do not care to give Kluge a race, that Fred Foster, the crack Canadian, will give the Jersey man a show, and Corcoran says he does not fear the result.

THE Springfield Roadster people are out with their 1888 catalogue. It not only deals with their special productions, but it is a fine catalogue of sundries. The pamphlet contains forty pages of matter, besides the covers. We shall describe their new 1888 ball-bearing pattern at an early date.

THE following letter has been addressed to Messrs. Rudge & Co., Ltd., by a late member of the Canonbury C. C.: "Dear Sirs—Referring to the new rear-driving safety which Mr. Rothgeisser appears to claim being the first inventor of, and which I understand you are manufacturing, I beg to inform you that the principle was provisionally protected by me in my specification, No. 368, Jan. 10th, 1887, the complete specification of same being accepted on Nov. 25th, 1887. You are no doubt aware that Mr. Rothgeisser's provisional specification, No. 2,185, is dated Feb. 11, 1887, and under these circumstances I, of course, intend to oppose the sealing of his patent. I think it expedient to advise you of this matter, as probably you will consider it of sufficient importance to investigate.—Yours truly, G. J. CHAPMAN."

THE wheel business for next season is looming up. The St. Louis Wheel Co. have placed an order for 130 Victor Light Roadsters, and this is only the beginning.

"THE *Wheel* is booming an American Road Improvement Association. This is a sensible proceeding, and compares favorably with the 'rot' of another American paper, who desires the racing man to be a brainless idiot. No rider who has ever been in a contest, however mediocre, can have failed to recognize the value of 'experience,' which is practically simple 'judgment.' The above from *Bi. News*. The compliment to our New York contemporary is graceful. We are pleased to notice that the *News* man is waking up, but we do not like to see the usually polite editor use such terrible words.

THE *Item* says: "Mr. George D. Gideon and his brother, Sam Gideon, in addition to being good cycling cranks, are also something of experts with the gloves, and are getting associated with cranks in the latter line, so gentlemen of the Carnell complexion, when they meet the 'great twin brothers' on the road next summer had better not donate any more of the lash, or perchance they may get whipped." Here is a hint for the cyclist who has many weary months of non-riding. Why not improve the shining hours, and thus put a rod in pickle for the pugnacious road hog.

Eck's 50-mile record was made on a 46-inch American Champion safety.

We cannot see that it is belittling Hal Greenwood's ability as a hill-climber, to express skepticism as to his being able to climb Corey Hill twelve times in succession. If he does it, he will prove that he is the greatest hill-climber in the world.

BURT TAYLOR, of the Simmons Hdw. Co., reports trade as flourishing. He deserves credit for having pushed a hitherto little-riden wheel in this locality, the Columbia Light Roadster, so far to the front in St. Louis.

THE officials in the late 24-hour record ride of Dingley, at Minneapolis, were as follows: Referee, John Nicholson; judges, S. F. Heath, O. W. Smith; scorers and timers, Geo. H. Bartlett, Frank T. Gaylord, Edward P. Kendall; starter, B. Wallace. The same officials acted in Eck's 50-mile record ride also.

THE calendar par excellence this season is issued by the Smith & Anthony Stove Co., of Boston, manufacturers of the celebrated Hub Ranges. It is in six sheets, each being a fac-simile of a delicate water-color drawing by Copeland, made especially for this purpose. The designs are exquisite, and the whole idea is so original and so artistic that it is a surprise to find anything so good and so costly issued as a souvenir by a business house. The six sheets are neatly bound together by a ribbon, and can be obtained by sending eighteen cents in stamps to the above address.



CHANGE OF FIRM.

MR. STRINGER'S visit to this country on behalf of Singer & Co., Coventry, has resulted in a change in the importing trade of this firm's goods. W. B. Everett & Co. have sold out to Messrs. Singer, and on January first the new arrangement went into effect. Mr. Ross, who has so long been connected with Messrs. Everett & Co., will be the manager for the American branch. Mr. Ross is a gentleman who is thoroughly conversant with all the details of the business, in fact during the past two years, he has practically managed Messrs. Everett's business in a way not only most satisfactory to his principals but also to the patrons. Messrs. Singer could not have done better than appoint this gentleman to the very important position of manager of their American branch. Steps have been taken to at once stock up with machines for the coming season, and it goes without saying that with the business ability of the management, and the splendid reputation of Singer's cycles, that the trade of 1888 for that firm will be still in advance of any former year, excellent though it has been.

We cannot leave this subject without a reference to the retiring firm. The gentleman, whose name heads the firm, went into the bicycle business in 1885, secured the agency for the Singer goods, and moved into the store formerly occupied by the Cunningham Co. Although in this business only two years and a half, we doubt if there is a man in the trade better or more favorably known than W. B. Everett. A thorough business man, with the knack of making and holding friends, he was exceedingly popular with all who came in contact with him. We cannot pay him a higher compliment than by saying that anybody who had the pleasure of business dealings with Mr. Everett was always anxious to continue the connection when opportunity offered. We having nothing but kind words for the retiring firm, and regrets, that the trade will know them no more.

When Mr. Everett took hold of the business, he felt the necessity of obtaining the services of a good lieutenant, one who would be entirely in accord with his methods. In Mr. Ross did Mr. Everett find the requisites, and so his services were secured. Mr. Ross has all the sterling qualities which go to make a good manager. All who have had dealings with him will bear us out in saying that such transactions have been a pleasure, and that Messrs. Singer have made an exceedingly wise move in securing his valuable services as manager for America.



H. D. COREY.

UPON the retirement of Messrs. Stoddard, Lovering & Co. from the bicycle business, their manager, Mr. H. D. Corey, who is so well and favorably known in the cycling world, accepted the invitation of Col. Pope to enter the service of the Pope Mfg. Co.

A brief sketch of Mr. Corey is appended: Beginning as a rider of the "bone-shaker" in 1878, he transferred his affections, in 1879, to the ordinary bicycle, and has since that time been one of the most energetic wheelmen in the country. In 1883 he was offered the position of manager of the bicycle department of Messrs. Stoddard, Lovering & Company, and in that capacity has continued with them up to Dec. 31, 1887.

This firm had been importing bicycles for other houses for some time, and perceiving a great future in the wheel business, they decided to make it one of the departments of their already large importing business, and finding in Mr. Corey the person they wanted, they offered him the position as their manager.

He was first heard of in the racing line in 1883, and during that year, he placed to his credit thirteen first prizes out of a possible sixteen. During the last three years the pressing demands of business have required his undivided attention, but he has managed to break several long-distance records during that time.

Unlike most of the racing men, who trained long and steadily for a performance, he did his racing almost always at a few days' notice, depending upon his fine physique to accomplish his purpose, and was generally successful. During the Springfield tournament of 1883, he mounted his bicycle and broke all the records from one to ten miles, inclusive, excepting the two-mile and five-mile, the act being more remarkable as he had never ridden a ten-mile race in his life until the day before. For his performance the Springfield Bicycle Club presented him with an elegant gold watch, valued at \$150.

This ended his career on the path, but among a number of his noteworthy performances, was his riding down Mount Washington in the spring of the same year. Any one who has come down this steep ride can have some idea of the nerve it required to handle the bicycle during the descent. In the same year he rode up Corey Hill at Brookline on an ordinary bicycle, being the first to successfully mount the hill, although it had been tried by numberless riders, and it was some two years later before another rider accomplished the same feat. For this performance, Messrs. Rudge & Co. presented him with a beautiful 53-inch Rudge Light Roadster, during his visit to England in 1884. A little later in the same year he broke the record round Chestnut Hill reservoir, which had been standing for four years; and in the latter part of the same year he broke the 24-hour record on his bicycle. For his many notable performances he was called the "record breaker."

As a judge of bicycles and tricycles, Mr. Corey is considered one of the best authorities, as his extensive acquaintance among manufacturers and cyclists, both in England and America, combined with a decided mechanical taste, gives him unequalled advantages for ascertaining the wants of riders, and in securing the most valuable improvements. It has been his policy to carefully consider the requirements of cyclists, and combine the greatest measure of simplicity with stability.

When only twenty years old he was sent to England by his firm to superintend the building of their stock of cycles, and after the completion of his sample machines, he gave Messrs. Rudge & Co. the largest export order that was ever given.

The death of his father while Mr. Corey was in England a short time ago, left him in an independent position, but he much pre-

ferred to be busy, and upon the retirement of Messrs. Stoddard, Lovering & Co. from the bicycle business, after considering several very flattering offers, he decided to enter the service of the Pope Mfg. Co., believing in the great future of American manufacturers. Although heretofore a strong competitor of the above firm, his relations with them had been most friendly, and while having nothing but the kindest feelings toward his English rivals, his energies for the future will be for the Columbia bicycles and tricycles, a departure in which his friends will gladly welcome him.



THE VOLUNTEER COLUMBIA.

PRICE, \$100, for a 50-inch, K finish, with ball bearings all around, Columbia "double-grip" ball pedals, double-grip handles, Kirkpatrick saddle, and one-piece hollow cow-horn handle-bar. Or with Columbia "double-grip" parallel pedals, \$95. With cone bearings to rear wheel and parallel pedals, \$90. Difference of \$2.50 for each two inches in size, up or down.

BRIEF OF 50-INCH. Metal parts all steel, and no castings. Endless moulded rubber tires, 7-8-inch front and 3-4-inch rear. Crescent felloes. 56 and 18 direct spokes, No. 11 1-2 gauge, with both ends enlarged. 4 1-4-inch recessed steel hubs, on 8 3-4-inch axle, with 5 3-4-inch spread of spokes. Detachable Knous cranks, 5 1-2 and 6-inch throw. Columbia "double-grip" rubber ball-pedals. 18-inch rear wheel. Columbia adjustable ball-bearings to front and rear wheels. 1 3-8-inch cylindrical perch, made of imported patent cold-drawn, seamless-steel tube, No. 15 gauge. 5-inch cylindrical head. 4 5-8-inch conical centres. Columbia elliptical, cold-drawn, seamless-steel, tubular front, and semi-tubular rear-forks. 28-inch hollow, continuous-steel, cow-horn handle-bar. "Double-grip" vulcanite handles. One-piece leg-guard. Grip-lever-spoon brake. Adjustable step. Kirkpatrick saddle. Tool-bag, with B. & S. monkey-wrench, screw-driver and oil-can. Weight, with saddle and pedals on, 41 pounds.

There are no questions affecting the interests of wheelmen of greater importance, and probably none admitting of a wider range of discussion, than those bearing upon the matters of qualities and prices of bicycles; and in the last season or two a much more active consideration has been given them than before.

The Pope Mfg. Co. recognizing the need, and the different degrees of success, and the contrary, with which it has so far been met, have determined to volunteer an effort in this direction themselves, and have concentrated their attention upon the present

machine, drawing upon the extensive experience at their command, with a view to presenting the purchaser of a medium-priced bicycle the highest possible value for his money.

CONSTRUCTION.—Great durability, reasonable lightness, exact interchangeability of parts, and beauty of outline are first among the requisites of any bicycle, of whatever grade; accordingly, for all parts of this they have taken precisely the same qualities and tempers of steel that they use in the corresponding parts of the Expert; and there is no metal but steel in either machine. They have forged and fitted them under the same thorough methods; in many details they have used the same forms, only changing others for the saving of expense without sacrificing strength, or for the sake of contributing a proper and necessary individuality to the machine.

By dispensing with a few of the least essential advantages of their high-grade machines; by devoting less tool-work, labor and time to the finishing of parts where appearance only, and not efficiency, is affected, omitting the expensive rubbing down and polishing of the successive coats of enamel; and, perhaps the most important factor entering into this side of the case, by constructing a large number of machines at once, of but four sizes and one finish, this company claims to be enabled to make and put the Volunteer upon the market at a lower price than a wheel of equal value has yet been sold at.

ALL HOLLOW PARTS of the Volunteer are made of the best seamless-steel tubing, cold-drawn and rolled; the solid parts are drop-forged steel, with joints fitted and brazed, and bearing surfaces finished and hardened by skillful workmen under most approved methods.

THE WHEELS present no material difference in construction from those of the Expert, though for the sake of lightness we have put a 7-8-inch tire on the wheel. In doing this, however, no strength has been sacrificed, as the new felloe, designed and rolled especially for this machine, is of equally fine stock and practically the same weight as in the Expert, the section showing a thicker middle to make up for the decrease of diameter. The spokes are in no respect different, while the hub is the same in material, though slightly modified in form, and not quite so finely machined.

THE DIRECT SPOKE principle of construction is employed. They use an ample number of spokes, 52 on the 48-inch wheel, with an increase of four for each rise of two inches, and made as they are with enlarged ends, and with a carefully gauged thread at the hub flange, can vouch for their ability to withstand loosening or buckling strains.

BEARINGS.—Both front and rear wheels are fitted with the regular Columbia adjustable ball-bearings, whose excellence and thorough reliability are unquestioned; though they furnish the machine with cone bearings to the rear wheel, at a reduction of \$5 in price. They afford a good adjustment for wear, and, at the expense of a little more frequent oiling than the former, make a very satisfactory bearing.

The hollow front FORKS and the PERCH are of a similar form and the gauge of stock as in the Light Roadster.

THE HEAD is practically the same in form as in the Light Roadster or Expert, though fitted with a single set-screw and a broad-flanged lock-nut to prevent its working loose.

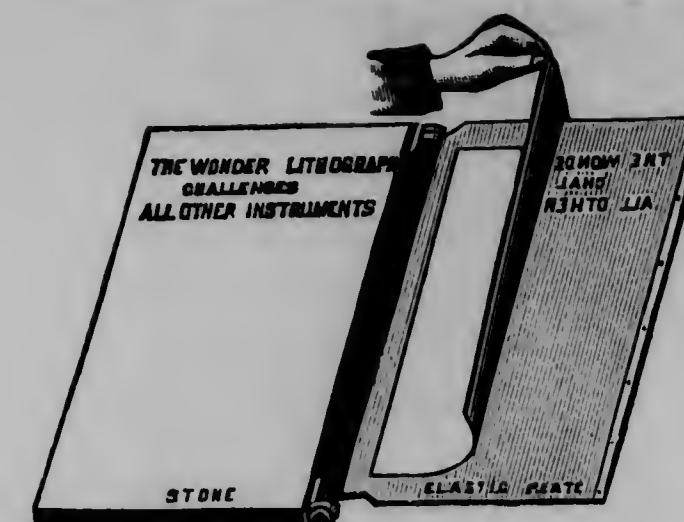
THE HANDLE-BAR is their regular hollow, one-piece, cow-horn bar, of the highest grade of cold-rolled seamless-steel, and its reputation needs no special advertisement. The heavy gauge they are now using affords the greatest security against breakage to be found in any bar on the market. They put it on this machine by a less costly method than in the cases of their other bicycles; while the attachment is equally strong and effective, the bar cannot be so readily removed or adjusted. The bore through the head-lug is round and sufficiently large to admit of easily passing in the curved bar. The excess diameter is filled by a split thimble, and the bar then firmly secured in place.

The hollow "spiral" handle-bar, affording the curves of the cow-horn bar, with a backward turn, bringing the handles toward the rider, and more nearly parallel with the wheel, will be put on a new machine, in place of the above, if ordered.

THE HANDLES are of the regular "double-grip" pattern, though they will substitute for them on a new machine either their pear-shaped or spade handles without difference in price.

THE CRANKS are their very successful Knous pattern, in which the PEDALS cannot slip, and the latter are their regular "double-grip" ball pedals, though "double-grip" parallel pedals will be furnished in their place at \$5 reduction.

SADDLE.—They have fitted the Volunteer with the improved Kirkpatrick saddle, and an adjustable step, and these, with the other appointments of the machine, go to make a most comfortable, reliable and altogether satisfactory bicycle.



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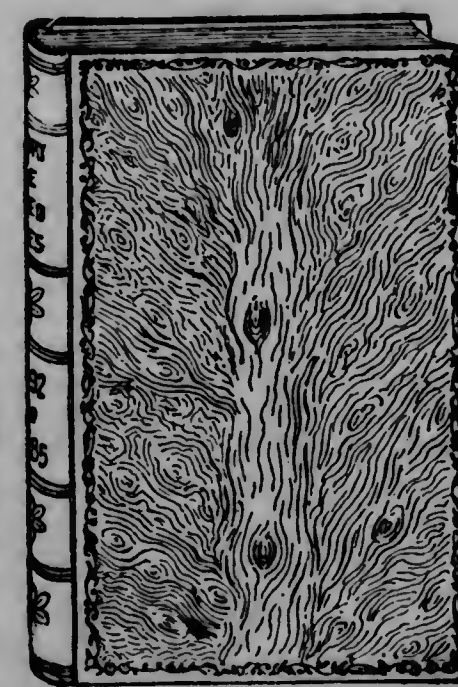
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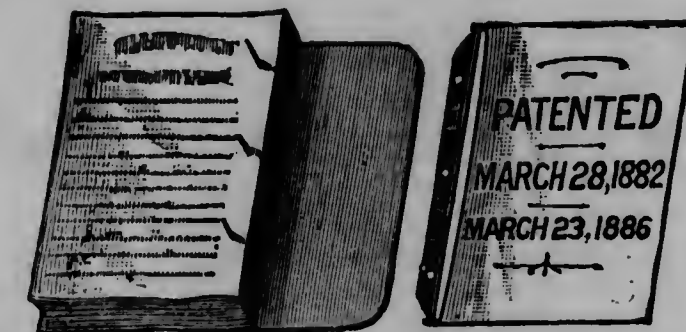
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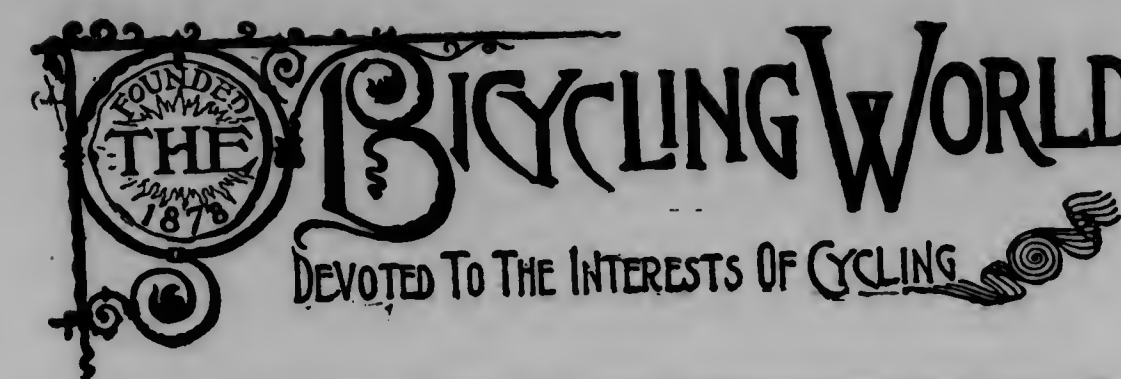
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 13 JANUARY, 1888.

PRESSURE on our space has compelled us to hold over a lot of matter, and we hope our contributors will be patient with us.

THE story of "A Trip Up the Amazon," by a couple of French Canadians, Batiste and Jean Le Feur, will be a source of much pleasure to the readers of the WORLD. See special dispatch to the WORLD printed on this page, from our Newark correspondent, "Ratchet."

LAST Sunday's edition of both the *Globe* and *Herald* had interviews and letters with and from some of the representative men of Boston and New York, on the subject of sports for the rising generation. The aim of the articles seems to be to hold up Mr. John L. Sullivan and his fellow-sluggers as the embodiment of all that is desirable and manly. With very few exceptions the greatest gladiator of modern Athens gets very cold comfort at the hands of the interviewed and the writers. Mr. Richard K. Fox, of course, points to Sullivan and all of his kidney as being the perfection of chivalry and manhood of the nineteenth century. A great many of those whose opinion is given, express themselves in favor of boxing, but they decry the present tendency and growing taste among our young men for the brutal exhibitions of the prize ring. The knowledge of how to use your hands scientifically in self-defence, we hold to be an excellent and desirable accomplishment, but the fact that because a man is an adept in boxing, it does not by any means invariably imply the individuals interest in the sickening exhibitions of bare knuckle prize fights.

Not only does the practice, boxing, come in for a large share of favorable and unfavorable criticisms in the articles alluded to above, but the more polite sports of yachting, tennis, boating, equestrian and pedestrian exercises come in for a good deal of commendation as sports for young and middle-aged. Bicycling is entirely ignored; some say they know nothing about it; some concede that the sport is a "good one;" but one man, Mr. Henry Garfield, President of the Amateur Oarsmen Association, avers that the bicycle is injurious. He gives his reason, which is, that "weight rests on portions of the body not designed by nature to support it." Evidently Mr. Garfield's conclusion must have been arrived at after he had been witnessing the performance of some trick rider, who, perchance, at the time Mr. Garfield saw him, was doing the "balance act" on his head. We will not enter into a discussion as to the parts "designed," etc., but we can assure Mr. Garfield that the parts designed by the Great Designer to support our weight on foot or while seated, are the same utilized by the cyclist in sitting on his

saddle and propelling his machine. We can further assure the worthy President of the Association of Oarsmen, that the position of a cyclist on his machine is a proper and natural one, and not at all akin to that of the "open-and-shut jack-knife" attitudes assumed by an oarsman who sculls "in form." Take the best types as to "form" of sculler and cyclist, and will anyone dare to say that the oarsman is the more graceful? We think not. The proper form of a cyclist is less likely to be injurious, and is certainly prettier than that of the oarsman.

Monotony, thy name is sculling. We know whereof we speak, as we have sculled on the noble Hudson, at the very home of the worthy President Garfield, namely, Albany. Sculling is good enough when you cannot get any other sport; but as compared with cycling, equestrian, or even pedestrian exercise, it is as the caged dove with the free and noble eagle. The possibilities of enjoyment at the hand of the sculler are limited, very limited, and his will or wish cannot enlarge them; but with a cyclist the wonders and beauties of the wide country are at his feet if he has but the will to go and enjoy. When an oarsman rubs the fur of our cycling cat the wrong way we confess to a feeling of lassitude, a desire to lie down, a wish to slumber and let the world know us no more. To be more explicit as to our feelings, and to use the slang of the day, "it makes us tired."

BI. WORLD CORRESPONDENTS UP THE AMAZON.

Special Telegram to the *Bicycling World*.

NEWARK, N. J., Jan. 11, 1888.—Two French-Canadians, Batiste and Jean Le Feur by name, arrived in this city last evening at 9.40, having journeyed from their home in the far Northwest, on a most wonderful looking machine, by the aid of which they propose to make a trip which will cause Stevens to be looked upon as a "penny-a-liner." The machine is a quadricycle, but can be converted into a tricycle at short notice. The motive power is gained by a combination of crank and lever motion, but when the legs get weary a "rowing" attachment is at hand. They are provided with cooking utensils, two folding canvas canoes, photographic camera, fire-arms, and a stock of chemicals large enough to stock a store.

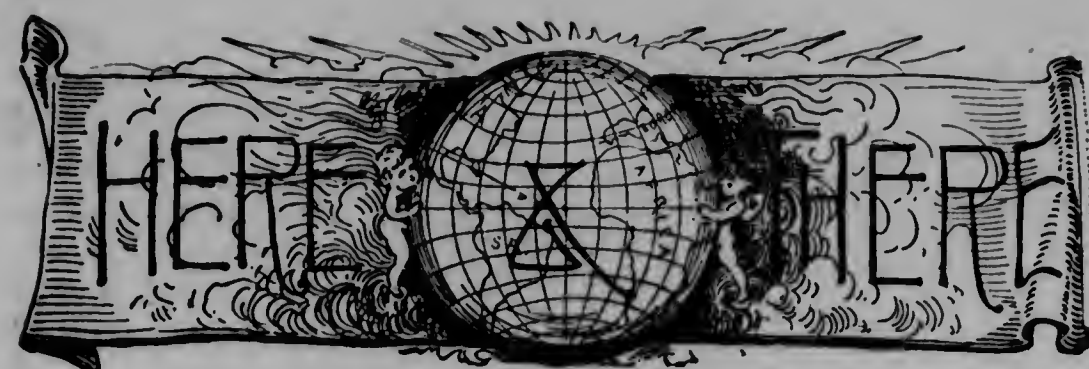
They stopped in Newark over night and took breakfast at my house, after which they took their machine apart and packed it for transportation. To-night they go to New York, and to-morrow embark for Liverpool, from whence they will go, by way of St. Thomas, to Para, Brazil, and here the trip proper will begin.

The scheme is to navigate the Amazon River and its tributaries by the aid of the canvas canoes and the quadricycle. The canoes and cycle will be used in about the same manner as King's water cycle. Trips inland will be made by the adventurers, who will take photographs of everything of interest which they run across. When they reach the Upper Amazon (or Marañon), which, with its tributaries, is well peopled with hostile savages, they will depend upon their knowledge of chemistry, and work upon the superstitions of the *bravos*, in order to carry themselves through. Jean, the younger brother, says he is "aching" to try his magic lantern in working some of the "London Mystery" ghosts for the benefit of the benighted heathen. As to the deadly *worula* poison, with which the savages tip their arrows and spears, Batiste says he has no more to fear from it than from "beer."

They also intend to take notes on the people, habits of living, climate, and anything in fact that comes along. I have made arrangements with the two gentlemen to furnish me, for the benefit of the readers of the WORLD, a full account as far as possible of the progress made. The first letter will be from the beautiful little Danish island of St. Thomas, the former stronghold of Morgan, the old-time buccaneer of the Spanish Main.

RATCHET.

THE Somerville Cycle Club have elected the following officers for the ensuing year: President, J. B. Cann; vice president, J. H. Woodbury; recording Secretary, H. L. Billings; corresponding Secretary, W. B. Nelson; Treasurer, Eugene Sanger; Captain, Fred B. Kimball; First Lieutenant, Elmer J. Bliss; Second Lieutenant, W. J. Emerson; Colors, Carl P. Cumberly; Buglers, W. H. Hooper and Edward K. Sawyer. F. B. Kimball was declared the winner of the gold watch, offered as a prize to the members who made the largest number of club runs during the season. Mr. Kimball attended every run made by the club but one. Last Wednesday evening was ladies' night, on which occasion a very pleasant social entertainment was enjoyed at the club rooms.



"GENTLEMAN JOHN"

AT LARGE.

I HAD intended crossing in the Indiana, which is "ostensibly" an American line steamship. One sight of the hideous craft, as she lay moored at the dock in Philadelphia, was enough for me, and I changed my ticket for one on the City of Richmond, an Inman line boat. She was a very good travelling boat, had a fairly good table, good attention, and very large state-rooms, but still she does not compare with the German or French lines. She set a better table than a Cunarder. There were about thirty-five cabin passengers. One of these, an English M. P. from a little place in Lincolnshire (we shall call him Halley-Stewart) was quite a character—a large man with a very Scotch and very weak face, and a living evidence that brains are not always necessary for popularity with the *Canaille*. He made no end of fun for the passengers, and would have made his mark as a court jester in the olden times, when jokes did not have to be good enough for *Texas Siftings* or *Life* to cause the royal court to slap their thighs and make other exhibitions of the extent of their appreciation and good breeding.

THERE were many Englishmen on board going home for Christmas, some of them fine fellows, who had been out in Yokohama for the past ten years, engaged in the silk and tea trades. Everything on board was English; even the mustard was English, as evidenced by its peculiar strength. The waiters were English, as shown by their servility, and the way they assumed devotional attitudes when expecting a tip. There were quite a number of sea-sick passengers (myself not included), and the following version of "Casablanca" suggested itself:

A boy stood on the Richmond's deck,
Losing his dinner by the peck.
A girl stood on the deck below,
Watching the big waves come and go.
And the girl's sweet thoughts,
Were they of love?
(No, no.)
She was dodging the victuals
That came from above.
But you boast of a "life on the ocean wave,"
While the sea-sick moan for an early grave.

THE scene at the dock when a big vessel leaves the shore is usually an interesting one. One sees exhibitions of all stages of sorrow. Aged mothers and pretty (sometimes) sweethearts divide their attention between wiping their eyes and waving a last adieu to father or son or lover; and they had cause for sorrow. Were not their dear ones leaving them just at the approach of the glad Yule tide? Would they ever see them more? It was evidently this thought which weighed heavily upon the heart of a silver-haired old woman, who clung to her son near the gang plank of the Richmond. The son, a drunken-looking yokel, told his mother to "cry a little for him." Can it be that some men are utterly devoid of all manly, or even human, instincts, such as the love of son toward his mother? Good looking Gretchens stood on the steerage deck, and did not seem convinced which was the correct thing to do, to laugh or to cry, so they did a little of both, and seemed at ease with themselves.

WE soon passed the Bartholdi statue of "Liberty Enlightening the World." Who can look upon that grand statue and not wish to be one of a nation that advocates (at least advocates) liberty for its sons and daughters. The Bartholdi's ideal has never suffered from tight lacing or French heels. That, of course, would be out of the question, as it would entail slavery. Bartholdi's statue is said to be a little out of proportion in one particular, but very few would notice it; but still she is a fine woman, and neither paints nor powder, and her shoulders are broad enough to stand all the puerile criticism which may be heaped upon her.

THERE were two preachers on board, and both were very sea-sick. It is to be hoped that if they had any very wrong views that they

got rid of them. The first Sunday they spent in their state-rooms, thinking of soulful things to say upon the following Sabbath (which was also spent at sea).

THERE was one lady on board who ate sausage. She had, evidently, a good deal of confidence in human nature, or she would have fed upon something, the manufacture of which is not shrouded in such awful mystery. She must never have heard that shoe buttons and poker chips have been picked out of sausage. Doubtless, had I broached the subject, she would have upbraided me with something like, "O ye of little faith!" She evidently was unaware of the adaptability of nearly every form of food to become part of a German sausage, or of the *sang froid* which is exhibited in the manufacture of the article. A visit to Armour's establishments in Chicago or Kansas City will cure almost anyone of the habit of sausage eating. The expression, "Dog eating dog," must have originated when Frank Egan saw a dog eating sausage. That would, at least, be an almost literal interpretation of the phrase. I think to know such a woman, must be to love her. She must live far from the city smoke, where men wrestle with base ball, pool numbers, and bet hats on the next Presidential election. I think such a woman could enjoy a circus with its doubtful ice cream, caramels and lemonade. A lady on her right hand at table lunched lightly upon soda crackers and water cresses, and drank "Apollinaris." She was the wife of a college science professor, who read constantly from a blue covered cheap edition, known as the Humboldt Library.

I HAD great amusement lying in my berth in my state-room, watching my two valises chase one another across the floor, when the boat was rolling. One I called "Rowe," and the other "Temple." "Temple" was a thick-set, chubby valise, very heavy and round, and used to beat the "Rowe" valise by several inches on every trip across the state-room. (And I think he can too, when the men meet.)

I SAW a rather amusing thing at the breakfast table one morning: A young Mrs. B. with her husband and very young son sat opposite. Mr. B. excused himself from the breakfast table with these words: "Dearest, do you think you can manage the little one alone." His wife answered *naively*, as she looked up: "Oh yes, Charlie, I know I can. You know I am used to that."

AT the Custom House at Liverpool the officials seemed to be on the lookout for dynamite and infernal machines. A pair of pistols and some cartridges were eyed a little closely, and the officer muttered something about their being *contraband*, but a little money which he found on the top of one of the boxes seemed to change his opinion, and with a flourish of chalk marks, I was pronounced "O. K." If he had even seen my Victor cyclometer, with its dial and *time fuse* attachment, I should be penning these lines in some English dungeon, as an Irish suspect.

CYCLING in Edinburgh is over for the season. The atmosphere is terribly thick and wet, and an awful change from the pure atmosphere of Minnesota. They are apparently a "fine day" lot of riders and do not venture out on a damp day, in case their "bike" might rust. In March things will pick up again. The "safeties" are all the rage; Crippler tricycles are also very popular. Very few ordinaries are exposed for sale, and they are becoming wonderfully unpopular. It does look strange to put those little "eye-glass safeties" against big ordinaries. But the safeties get there just the same, and I think are much prettier than "Stars." I shall soon take a trip through the English cycleries, and shall report all novelties.

THE weather on last Monday (2) was simply immense, and the roads all round were pronounced to be in "nickel-plate" condition. More wheels were out than on any previous day for a month. H. A. Smith and David Clark took a jaunt

round the Oranges and up by way of Bloomfield and Montclair, in the morning. In the afternoon Messrs. Anderson and Walker went over the same course.

THE dealers round here say that business has made a fine spurt since the first, and that the outlook for a big spring trade is bright.

THE "Pennsylvania, Maryland and New Jersey Road Book" will be ready for distribution about the first of May, and will take the starch out of any of the preceding ones.

ACCORDING to a daily paper, twenty-two resignations are to be acted upon by the Orange wanderers. Surely there must be a very big screw loose somewhere in the "City of Macadam."

MR. EDITOR, you want to keep your "weather eye" peeled for another sporting paper from this end of the world. If it appears at all it will be about June 1. It will cover cycling, athletics, bowling,

rifle and pistol shooting, rowing and yachting, base-ball (briefly), tennis, and in fact almost everything excepting horse-racing, pugilism, dog-fighting and such like.

THE Bloomfield Cyclers will give a grand musical entertainment in Library Hall, on Friday evening, Jan. 20. An elegant programme will be presented, including selections by the famous Columbia College Glee Club. This affair should not be forgotten by cyclers.

GIVE us class-racing and give us time limits. The latter was tested by the Orange Wanderers last fall, at Roseville, and was found to work to perfection. Also give us a good, sensible reason why a professional cyclist is not as "white" as a so-called "amateur."

FRED CONINGSBY is greatly missed by the frequenters of Oraton Hall, with whom he was a favorite. He is now with his father at the Jersey City office of the King Wheel Company. I understand, however, that Fred intends to go into the professional ranks as a fancy trick rider.

WITHIN a few days a party of a half-dozen or more propose taking a tricycle ride to Paterson and return on the ice. Of course the trip depends upon the weather, and will not be undertaken if the present slushy spell continues. This trip is about as enjoyable as any that can be taken at this season. The danger of taking a "plunge bath" is just great enough to give a spicy flavor to the trip. Howard A. Smith and other members of the New Jersey Wheelmen made several such trips last winter.

So Fred Foster wants to have a "go" at Kluge. Well, I've no doubt Charley would be good-natured enough to give him a chance. If the boy from Canada expects to beat the Hudson County man, however, he had better begin his training at once. He will certainly have to show more speed and use more brain work than he did at Roseville in 1886, or he will get left all round. Just bear in mind, Freddie, that before you stand any show to lead our Jerseyman over the tape, you will have to be good for 2:35, or better.

I'm a straight-cut amateur, sure's you're born

(See anything green in my eye?)

If I ride for the pope, or ride for the d—,

The amateur colors I fly.

Did I buy this machine? You must be thick.

I can borrow a mount—can't I?

And if on my hands it chances to remain,

Why, the owner's to blame, not I.

Respectfully dedicated to 97 4-5 per cent. of the so-called "Simon-pures."

NEW YORK.

"THE RAVEN."

I SAW in your columns last week a note from the Providence Wheelmen asking if a ride of theirs begun at midnight on Jan. 31st is a record. For the past six years the Ixion B. Club of this city has always called and carried out a midnight run as above, and this year, while the club itself has been merged into that of the New York Club, the practice was not forgotten, and six men under command of Lieutenant McFadden, started at 11:30 P. M. and rode in a snow storm till 12:45 A. M., thus completing the seventh successive run of the kind by the organization, and that is record.

So Harry Corey goes with the Pope Mfg. Co.? Well it's a cycling example of the lion and the lamb laying down together, only in this case it is hard to tell which has the best of the bargain, as both sides are equal gainers by the arrangement.

RUMOR says that Edwin Oliver, the President of the Lincoln Club of Chicago, is to take up his residence here as manager of the Eastern branch of Gormully & Jeffery. Many of us "old timers" would welcome Ed back to New York, and the cause here would gain an able supporter in him.

THE New York Club awarded its prizes for mileage at their special meeting on Friday last. The prizes given were expensive and appropriate. No selection of them was made until after the winner was drawn, and then the committee chose something suitable to the taste of the recipient, which is certainly a much better way than awarding him some useless but costly medal that he cannot use in any way. The awards took the form chiefly of jewelry, and of what Mrs. Partington would term "articles of virtue and bigotry."

THE "West End Protective Association" filed its certificate of incorporation in the county clerk's office during the week just passed. It is composed of property owners on West End avenue, among which is the New York Bicycle Club, and has for its object the protection of the high reputation of that avenue, and the determination to keep it the most aristocratic one in the city. This is quite a change from a few months ago, when the New Yorks for a time were

refused property to build a club house upon in this same West End avenue.

I MET a cynical wheelman the other day, and he asked me to advocate a change in the name of the L. A. W. Racing Board. His argument was that there was no more racing now-a-days, and that the Board, who formerly had charge of it when it existed, was now in consequence inappropriately named, and he thought in view of the fact that they were devoting themselves entirely to laundering the solid reputations of professionals, and turning them into pure and spotless amateurs by reinstatement, that it should be called the L. A. W. Wash Board. Wonder if he wasn't very near correct?

MR. LAWSON N. FULLER is still holding his free concerts for road hogs in Chickering Hall, and advocating for their special use the construction of the racing road through Central Park. The cause don't seem to prosper, though. This Fuller is an extremely rich man, and as such is called eccentric, whereas, if he were poorer he would more truthfully be called a crank. As an example of this, he a few years since endeavored to have passed an ordinance prohibiting the wheeling of baby carriages upon city sidewalks. If he succeeds no better with his new hobby, than he did with his old one, it will be some time before horsemen see that road through Central Park.

IT was an old saying that all roads lead to Rome, so I suppose, in days gone by, the ancient charioteer did not have to stop every few miles and asks the "hay-seeds" where the road he was travelling upon went to, as do his modern prototypes, the wheelmen. From this difference grew the necessity of a bookmaster, and the consequent appointment to the office of Mr. A. B. Barkman. This gentleman's unequalled ability to at once tell wheelmen where the best roads were to be found, is now supplemented by his accepting a position which will enable him to also communicate to them what is the best machine to ride upon them, since hereafter he will manage the bicycle department of A. G. Spalding, a position in which I cannot wish him better luck, than that the cause may now do for him as much as he has done for it.

NEW ORLEANS.

"BI."

"CALL ye this winter?" I am lead to exclaim as I sit me down to-night (Jan. 6) with coat and collar thrown aside, and between trying to imagine that we are really in the midst of winter, and to "think up" enough of the needful to indite sort of a letter, I succeed admirably in creating a gentle perspiration, for you must know that the thermometer marks—well, no matter, there is not one convenient just now, so you'll have to take my word for it that it is decidedly summerish. It is elegant weather for riding, and I should certainly, in the language of the day, "let 'er slide"—this letter, I mean—and take to my wheel, if it was not for one little circumstance. Little! Yes; but quite enough to force me to remain in-doors. It rained to-day, and the ever-reliable asphalt is beautifully (?) coated with Louisiana mud. Hence these tears—and this letter.

AT the last meeting of Louisiana Cycling Club, E. A. Jonas was elected Secretary-Treasurer, *vice* J. P. Phelan.

A QUARTERLY meeting of the State Division, L. A. W., is fixed for Monday, 9th inst.

THE projected lantern parade movement has virtually petered out. The meeting was held, committee appointed, and the work portioned off, but the committee has found enthusiasm and cash rather scarce, and in consequence it is quite likely that there will be no parade this Carnival.

LAST Sunday's *Times-Democrat* devoted a column and a half to a description of the New Orleans Bicycle Club and its officers, embellishing it with portraits of President Shields, Vice President Fenner, Secretary Fairfax and Captain Rea. The pictures of the first two were reasonably correct, but as for the others, it would take a good look and some one who knows them to recognize their features as pictured by the T.-D. artist.

THE L. A. W. Bulletin records with calmness and without one word of comment "that bicyclers are not allowed to use the shell road at Mobile, Ala., and it is said that burly negroes are hired to way-lay and beat cyclers found riding on this road." If the League was of any use there would exist no foundation for such a report, as you say in your issue of December 30. Your hope, Mr. Editor, that was a beautiful shot, and our only hope is that you'll fire a few more of the same sort into the "great old League." We Southern members are tired of the half-hearted non-committal dodge-the-issue-and-treat-all-charges-and-hints - with - silent-contempt sort of a policy that has characterized the L. A. W. for the past six months or so, and want a change for the better and intend to work for it, too. Keep up your firing, dear WORLD, even

if your shots don't penetrate immediately, it's deucedly unpleasant to have them falling round, and sooner or later they are bound to have some effect. Keep it up; we're with you.

PITTSBURG and VICINITY.

"DUQUESNE."

JNO A. WELLS has been re-appointed a representative of our Division. This is right. Mr. Wells has worked "more and better and harder" for the Pennsylvania Division than any man in it, and his nomination should be confirmed; but will it be? That is the question that the next meeting of the Board of Officers of the L. A. W. will wrangle over. I never saw Mr. Wells, and therefore I do not champion him for friendship's sake, but simply because he is the choice of our Chief Consul, the majority of the members of this Division, and is eminently fitted for the office.

MR. EDITOR, what is the *Claviger* bicycle?

J. KING EWING will soon be a "Benedict," or, as they put it now, a "tandemite." The best wishes of all the boys are yours.

AND now Wells wants to grasp fame and glory by climbing Corey Hill a dozen times without a dismount. Well, if he does it, hurrah for us (Pennsylvania), and if he fails, "I told you so."

WOULD like to know to what cycling editor Alexander Pope referred, when he said:

"You beat your pate, and fancy wit will come;
Knock as you please, there's nobody at home."

I WANT to make a prediction, if the editor will permit; it is: The C. T. C. will be a thing of the past in three years if E. R. Shipton is allowed to continue on in his present manner. The L. A. W. stood quite a deal of Aaronism, but he was never fired out of court as a confessed forger.

IT is now approaching the season of the year when the Sewickley Valley Wheelmen begin to relate tales of their prowess in exploring that unknown region, which is the source of the Sewickley creek, and also to tell us how they climb the precipitous side of Camp Meeting Hill, likewise Sand Hill, and also Addison's Hill. These crisp, juicy and succulent fables are re-exhibited and re-related every spring.

IT would be very nice if we wheelmen all recognized some restaurant as headquarters at mid-day lunch. As it is now, we eat at every place. You can generally find wheelmen in Demmler's and Newell's, but very few; more patronize the Duquesne than any other one place. I hope to see such a place selected by common consent this season. The Seventh Avenue, which is the L. A. W. hotel, is to far up town.

THE Keystone did a great deal of touring last season, but the Pittsburgh Wheelmen and Allegheny Cyclers took it easy, the weather being too hot for much exertion, and the Sewickley Valley Wheelmen did more touring in proportion to their membership (which is small) than any of the other clubs. Next year Homestead is to carry the flag, so they say; new clubs always do (in anticipation) scoop everything.

BIRMINGHAM, ALA.

"PHI KAPPA PSI."

I WAS much struck with your comments, in a recent issue of the WORLD, on the way the L. A. W. Bulletin records the fact that a lot of roughs are employed to keep bicyclers off the shell roads in and around Mobile, Ala.; and I agree with you in thinking their equanimity is sublime. One of the prime objects of the L. A. W. is to protect the rights of bicyclers; but however much they may do that in and around Boston, New York and Philadelphia, their efforts are expended near home, and it is remarkable the way they advocate peaceable means when wheelmen at a distance are in trouble and need their aid. I know whereof I speak. Several years ago the wheelmen of this city were forbidden to ride on certain streets, and the League was applied to for help. But except for a few copies of recent decisions in regard to the rights of wheelmen, and a lot of good advice about what we ought not to do; very little help, or even the promise of it, was ever forthcoming. There is very little incentive to bicyclers joining the L. A. W. in this section, and I fear it will be many a long day before we will derive any benefit from it. Out of six or eight men whom I induced to join, every one has let his membership expire. There are now only about six members in the State, I believe—not much over half enough to 'leaven the whole lump.

WHY is it, Mr. Editor, that nine out of ten correspondents of bicycling papers speak of the different wheelmen by their first, and

sometimes by their nickname, instead of by their last name? We see in the newspapers mention of "Grover" and "Frankie," and the shrewdest of us can make a rough guess as to who is alluded to. But wheelmen are not always so celebrated. We read in a New Orleans letter where "Tom" and "Dick" finished neck-and-neck. A Chicago letter will tell what big calves "Burley" has, and how he can spurt against the wind. A St. Louis man will swear there is no reason why "Percy" should not be re-instated to the L. A. W., and that "Hal" can climb Corey Hill 1000 times without a dismount. And every man in the neighborhood of Boston is willing to bet that "Billy" can beat "Dick" any day the sun ever shone. If the correspondents insist on this practice, to the bewilderment of the ignorant, the papers ought to compel them to annex a glossary, explaining whom the "Toms," "Dicks" and "Harrys" refer to.

["Phi Kappa Psi's" criticism is a just one, and we trust our correspondents will hereafter take the hint, and stop using the name of parties which is known only to his familiars. We shall be careful in future to avoid the fault.—ED.]

WHEEL CLUB NEWS.

THE Springfield Bicycle Club has elected the following officers: Secretary, Francis H. Williams; Treasurer, Wilbur Burns; Directors, W. H. Selvey, D. E. Miller, L. J. Chandler, F. H. Nickerson, A. B. Wasung, F. H. Williams and Wilbur Burns; Captain, F. A. Eldred; First Lieutenant, E. E. Sawtelle; Second Lieutenant, H. B. Wardsworth; Bugler, G. F. Cooper; Color Bearer, J. D. Law. Dr. H. E. Rice was unanimously elected club surgeon. Entertainment Committee, C. O. George, L. J. Chandler, G. H. Lucas, J. E. Haynes and J. W. Drown. After the annual meeting a regular meeting was called, at which five new members were admitted to membership in the club. At a meeting held two weeks ago the age limit was changed from twenty-one to eighteen, and it is expected that the membership limit of 100 will soon be reached. Secretary F. H. Williams read his annual report, presenting a summary of the principal events of the year, and mentioning particularly the large number of enjoyable club runs under the efficient charge of Capt. F. A. Eldred, and the increase of social interest and attendance at the club rooms. The Secretary mentioned the fact that since the organization of the club in 1881, not a member had been lost by death—a record very remarkable in a society with so large a membership.

THE Somerville Club will no longer be a League club.

THE Warren Wheel Club is intending having a dance at Fontle-ro Hall, on Winona street, Roxbury, Feb. 10th.

TO-NIGHT (the 13th) the Springfield Club minstrel troupe give an entertainment at the Chicopee (Mass.) Opera House.

THE Forest City Bicycle Club of London, Ont., gave a party at the residence of Lieut. A. E. Fitzgerald last Tuesday evening. We are sorry we could not accept the kind invitation to be present.

WAPPINGER'S FALLS, N. Y., has a new wheel club. The officers are: President, A. M. Roy; Secretary, James Hunter; Treasurer, Frank Warhurst; Captain, H. H. Brown.

THE Newport (Ky.) Bicycle Club recently elected the following officers: President, Charles A. Van Duzen; Secretary and Treasurer, L. L. Buchanan; Captain, George Van Duzen; Lieutenant, E. K. Lowe.

THE fifth shoot of the Warren Wheel Club was held at their rooms last Tuesday, with results as follows: Anderson, 94; Lang, 93; Read, 92; Savell, 91; Noble, 87; Willard, 87; Frost, 86; Bicknell, 85; Wiggin, 85; Smith, 85; Hiscok, 84; Parker, 76. The contest at present lies between Savell, Anderson and Noble.

THE Kings County Wheelmen will give a grand opening at their new club house on Bedford avenue, near Fulton street, on February first. The club house, when completed, will be the largest one in the United States. It will contain a large storeroom for the wheels of its members, a reading room, billiard room and bowling alley. The upper floor is to be fixed up as bachelor apartments for those members who are desirous of making their homes in the club house.

THE Entertainment Committee of the Dorchester Bicycle Club has announced the following programme for the balance of the evenings of the winter season: Jan. 17, whist party at club rooms; Jan. 27, dance at Woods' Hall, Neponset; Feb. 3, social party at club rooms; Feb. 16, euchre party at club rooms; Feb. 24, sleigh ride (weather permitting); March 2, pool tournament at club rooms; March 9, dance at Lyceum Hall; March 20, annual dinner; March 27, ladies' night at club rooms.

AT the meeting of the Calumet Cycling Club, of Brooklyn, Jan. 4,

The COVENTRY MACHINISTS' COMPANY LIMITED.

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles:

Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.

239 COLUMBUS AVENUE

BOSTON, MASS.



Christmas Number of the Irish Cyclist and Athlete

SHOULD you ask me whence these stories,
Whence these tales and these traditions,
With their frequent repetitions,
With their numerous errata,
With the rushing of the cycles,
With the thunder of the football,
With the smashing of the racquets,
With the yells of the spectator,
With the odor of the oil-can?
I would answer, I would tell you—
From the wigwag of the Paleface,
From the Editorial sanctum,
From the goose-quill of Macreedi,
From the writings and inscriptions
Of his well-conducted paper.

FOR SALE BY
Bicycling World Co.,
American Agents.
12 Pearl St., Boston.
Price, 20 cents, Postpaid.

When we are compelled to use racing wheels to make records,

WE SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350 1-2 Miles in 24 Hours,

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 * MILES * IN * TWENTY-FOUR * HOURS.

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

 Catalog cheerfully mailed on application.

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

the championship medals for the past year were presented to the following members: The long-distance medal to Mr. Walter Bonner, for having made 6,374 miles on the wheel during the past season, while Captain Jones, as a good second, only made 6,118 miles. The second medal was given to Mr. Arthur L. Ward for having the fastest mile during the year; a handsome diamond studded league badge was presented to Bugler William F. Murphy for having brought into the club the largest number of new members.

THE Malden (Mass.) Bicycle Club held a very enjoyable musicale last Friday evening, Mr. Francis W. Griffin, Mr. Harold Hopkins, Mr. Frank M. Sherburne, pianist; Mr. Edward Everett, violinist; Miss Edith Hatch and Mr. Charles Spofford, vocalists, and Mr. Ralph E. Moon, fife, participating. At the annual meeting of the club the following officers were elected: President, E. E. Foye; Vice President, F. N. Sherburne; Secretary and Treasurer, A. N. Foque; Assistant Treasurer, William Watts; Club Committee, F. M. Sherburne, W. C. Pilley, H. W. Sherburne, William Watts. The retiring Secretary and Treasurer, E. E. Foye, was presented with a handsome silver headed cane by the club in appreciation of his services for the past year.

THE Long Island Wheelmen held their annual meeting at the club house on Tuesday evening, January 3d, and by a harmonious and unanimous vote elected the following board of officers for the ensuing year: President, Joseph D. Huggins; Vice President, Frederick J. Warburton; Treasurer, Michael Furst; Assistant Treasurer, Louis F. Ballard; Recording Secretary, Carl C. Alden; Corresponding Secretary, Edward A. Caner; Trustees, William W. Share, William H. Hoole; Captain, Charles H. Luscomb; First Lieutenant, George G. Teller; Second Lieutenant, Louis H. Wise; Lieutenant of tricycles, Walter N. Walker; First Color Bearer, Henry F. Donaldson; Second Color Bearer, Albert H. Harris; First Bugler, T. M. Lamberson; Second Bugler, Fred B. Monell; Surgeon, Frank P. Hudnut, M. D.

THE Star bicycle club of Detroit, Mich., held its annual meeting last night. F. C. Blodgett was re-elected President, R. F. Mulbury Secretary and Treasurer, W. E. Metzger Captain, U. G. Huff First Lieutenant, Charles G. Blodgett Second Lieutenant, and W. K. Bradish Standard Bearer. The club committee consists of the first three officers named and Mr. Coquard. The Stars have had a very prosperous year, largely influenced by the tireless efforts of President Blodgett in their behalf. In recognition of his services the club gave him a splendid gold medal, upon one side of which is a star machine and on the other his initials. Within the medal is a gold spring. There is a superstition among the bicyclists that if a rider carries an extra spring his machine will not break down. The medal was made by M. S. Smith & Co., and is an exquisite piece of work.

RECORD OF

THE WEEK.

future we would have to look forward to.

HARRY J. HALL, JR., of Brooklyn, says he has got through racing. Maybe.

THE Pennsylvania Division paid \$25 toward the expenses of the Evans-Carnell suit lately tried in Philadelphia.

Wheeling has coined a new name for our esteemed confrere, Lacy Hillier's paper. They call it the *Blithering News*.

THE issue of the Pennsylvania Road Book has received a set-back until funds be received from the Secretary-Editor of the League.

It is just a year ago last Saturday that Thomas Stevens landed in San Francisco, thus completing his tour round the world on a bicycle.

WE are in receipt of several very nice New Year's cards, among the most tasteful of which are those of Edwin Oliver and Doctor Kendall.

ANOTHER new deal for 1888 in the cycling world, is that A. B. Barkin will take charge of the Spaulding's bicycle department in New York.

R. HOWELL wants to get on a 25-mile match with W. Wood, of North Shields, for £100 a side, to take place at Jarrow or Aylesbury Road, Leicester.

IN our notice of the change of firm of W. B. Everett & Co., last week, we should have added that the business will be continued under the old firm name, W. B. Everett & Co.

THE wheelmen's testimonial to Mr. Todd is likely to come to naught, as that gentleman has, in firm but grateful language, declined the proffered testimonial.

MR. W. J. FLEMING, of Philadelphia, who has lately sailed for Jamaica, has undoubtedly captured the long-distance record for the past year, he having ridden 8,045 miles during 1887.

THE Roxbury Bicycle Club propose to give a grand ball January 18. The energetic Doctor Emery is the leading spirit, and so it goes without saying that the affair will be A. No. 1.

THE announcement of Mr. H. D. Corey's engagement was made public a few days ago, and we hasten to congratulate the gentleman most heartily. The lady is Miss Mary Wallace of Newtonville, Mass.

MR. GIDEON HAYNES will retain his position under the new management of the Singer Co. at their head office in Boston. In fact, the same force as that under Mr. Everett's regime will have matters in charge.

A STORY is told by a Pittsburg, Pa., paper of a party of fourteen men with only fourteen legs among them, trying to learn bicycle riding. In the language of the *Item*, we think the story a very lame attempt at a joke.

ALBERT SCHOCK, who is keeping a restaurant in Minneapolis, and the "Belfast Spider," have deposited \$250 each, the latter to cover more miles in six days on horseback, than Schock can on a bicycle, the contest to take place in the Washington rink.

WE have on authority of *Sporting and Theatrical Journal*, that Miss Mattie Peak, the long-distance lady equestrian, is to sail for England for the purpose of competing in a six-day race against Morgan and Woodside. Miss Peak will use twenty horses. Stakes, \$1000.

COWBOYS and cyclists have been having another whack at each other; this time the venue was Bingley Hall, Birmingham, England. The cyclists had three men to ride, Woodside, Howell and Terront. At the end of the first day the cyclists scored 141 miles to the cowboys 135 miles.

THE *Bulletin* asks for advice and points from members of the L. A. W. as to the re-organization of the League, and the future character and issuance of the official organ. The editor says: "Now give us your ideas, or forever after hold your peace;" which the same is good advice.

MANAGER MORGAN has been taking a much-needed rest of three weeks at his home in Wales. Woodside is in Ireland yet, while Temple, the little Yankee, has been spending the holidays at Coventry, at which place we hear there is a strong attraction for Ralph, in the person of a young lady.

WILL some one kill and bury that ancient and moss-covered item about the Sultan of Morocco and the use he puts his bicycle to in punishing his wives? It is as old as "She," and if some cycling Leo can be prevailed on to induce the item to take a second bath in the Fire of Life, we shall feel obliged.

THE *Wheel* is getting tired of the new god, Morgan. We are sorry to have the *Wheel* place itself on record as "agin" push, enterprise, and undoubted success. Our prayer is that the "New God" may cross to our shores during the next few months, and save us from that ennui that threatens, unless something is done to wake us up.

MR. E. A. LLOYD, better known to cyclists as "the Welsher," has left England to make his future home in Australia. For many years he has been closely connected with the *Wheeling* crowd, and the readers of that paper will miss his bright contributions sadly, though we are sorry to say we have not seen much of them for the past twelve months.

MR. BASSETT explains the apparent apathy of the League in the Mobile shell road case by stating that they were aware that the courts have held that a corporation which builds and maintains a road, has the right to control travel thereon. In other words, the road is private property, and can be controlled as such, and in any way the proprietors deem best for the interests of their patrons.

ALL the unreasonable men are evidently not dead yet, if we are to judge by a story we heard of a man living not a thousand miles from Boston, and who is trying to raise a rumpus because after having broken the back-bone of a second-hand machine he had ridden fifteen months, the agents refused to give him a new back bone, free of cost. He is intensely indignant at this very proper refusal, and vows vengeance in a hundred ways. We think this will stand as record cheek for 1887.

MR. THOMAS H. WAKEFIELD, a lawyer, and a prominent member of the Boston Club, has dissolved partnership with his father, Mr. T. L. Wakefield, owing to the retirement of the latter-named gentleman from business. Partnership affairs will be settled, and the business as heretofore carried on by the firm, embracing matters relating to patents, conveyancing, and general law business, will be continued at the same place, No. 82 Devonshire street, by Thomas H. Wakefield.

WE called at No. 8 Berkeley street and saw Mr. Ross for the first time since his "blow up." We found the gentleman in excellent bodily health, though still suffering from tender hands and face. Father Time has the matter in hand, and it will only require patience to bring about a perfect cure. We did not see Mr. Butcher, but we are glad to hear he is almost well. Both these gentlemen have had a very narrow squeak for life, and all their friends will join us in congratulating them that the results were no worse, bad though they were.

WE have received the copies of Hee-Haw-Watha. First come first served; only twenty cents a copy, post paid:

"Many moons have climbed the heavens,
Since the Hunter, Hee-haw-watha,
Wearied of his bows and arrows,
Sick of Spilkins and marbles,
Tired of his wooden soldiers,
Sailed across the big sea water,
In the ocean-going steamer;
Sought the wigwam of Macreedi,
Sought the tricycle-propeller."

THE *Spectator*, in reply to our comments on the claim that Greenwood can climb Corey twelve times on a bicycle says: "It seems that our neighbor in Boston gets a little bit excited himself whenever anybody outside his limited horizon bobs up and claims to be able to do something that can't be accomplished by some of his neighbors. Oh well! the hill is all right, and I guess that Greenwood or not weaken when the time comes. He doesn't usually." Not at all, Mr. S., we're cool as a cucumber, but when Hal Greenwood and any other man gets on a bicycle and rides up and down Corey Hill without getting off his machine, then we agree to get very much excited, as we believe we shall have seen one of the greatest feats of strength and endurance ever achieved in cycling history.

MR. JOHN A. WELLS, of Philadelphia, is anxious to climb Corey Hill a dozen times for expenses and a \$25-medal. (Do you mean on a bicycle, John A.?) It seems that both Mr. Greenwood and Mr. Wells are very positive that they can go up and down one dozen consecutive times without a dismount. Well, we are just as positive that neither one of them can accomplish that feat on a bicycle. These two gentlemen have been squaring off at each other in great shape. Now as Corey Hill seems to them to be such a slight grade and as they are both so confident of their powers to down each other, why not make "Corey" the venue? We would like to see the contest come off in May, and in order to help the thing along, we will contribute a ten-dollar note towards expenses. We say that the man who can go up and down eight times without leaving his machine once, will win the contest. Let us see what these men who claim they can climb Corey twelve times in succession, propose to do. The total length of hill is 2,300 feet, so that twelve times up means 27,600 feet, about 5 1/4 miles of pull up a grade, the average of which is 1 in 11.41. There is 632 feet, the rise of which is 1 in 7.87. All this means ten miles, and over, of hard work, as the riding down such a hill cannot be accomplished without considerable strain. It is easy to talk "twelve times up Corey on a bicycle," but more difficult to perform.

WE have unearthed a relic of the past in the shape of an original "Dandy-horse," built most probably about 1836, or earlier. The machine, which has been in the possession of Mr. Fry, of Weston-super-Mare, for over forty years, until purchased last week by us, is a genuine "Dandy-horse," and considerably older in date than the rack-worked machine in Goy's possession. Its wheels measure 23 inches and 24 inches in diameter respectively, the hinder one being the larger. They are built with 1 1/4 inch wooden spokes and large wooden axles. The main frame or backbone is also of wood, through which the fork-head holding the front wheel passes, being fitted with an "elegant" curved handle attachment and 11-inch handle-bar. The seat is supported on pins which pass through the wooden frame and rest on the ends of a flat spring attached to its lower side, and between the seat and the handles a large padded rest for the arms is supported on four iron rods springing from a single stem. Adjustment is obtained through some four inches by raising or lowering the seat supports by screws on which they are supported by the springs, and a further 3-inch or so of adjustment is obtained by putting the back wheel pin in either of the three holes in what corre-

spond to the back fork ends. The machine is painted green, and in very fair order, considering its age, and is a most interesting curiosity. We have offered to loan it to the Stanley B. C. committee for exhibition at the Stanley Show, and, if accepted, we are sure it will be inspected with considerable interest, as illustrating the "ancient history" of the wheel.—*Cyclist*.

MASSACHUSETTS STATE L. A. W. DIVISION.

THE regular monthly meeting of the State Division was held at Miesussets last Saturday evening. The following members were present: Chief Consul H. W. Hayes, J. H. Grimes of the Cambridge Club, J. Fred Adams of Haverhill, John Bateman Seward of Chelsea, A. W. Robinson of Charlestown, W. A. Mosman of Jamaica Plain, Dr. W. H. Emery of Roxbury, E. B. Coleman of Cambridge, E. H. Meader of Holyoke, and Charles S. Howard of Boston. The Secretary and Treasurer being absent, the reports were dispensed with. The motion adopted at the former meeting that the books be furnished free to all members was rescinded, and the following vote was passed in its place: "That the Road Book be given free to those who joined during the first quarter of the year; for those joining during the second quarter a charge of 10 cents; third quarter, 25 cents; and fourth quarter, 50 cents. A committee, consisting of Messrs. Howard and Emery, was appointed to arrange for some special entertainments for the Division officers during their visit to New York on the 22d of next month.



MANAGER MORGAN THROWS DOWN THE GAUNTLET.

Editor *Bicycling World*: I notice in the Paris edition of the *New York Herald* and *Gil Blas* that a wordy warfare is being waged between D. J. Canary, ex-champion trick bicyclist (I use the words ex-champion, seeing Mr. Canary failed to cover Mr. Maltby's money for a match for the championship), and Mr. N. Kaufmann, who is also an American, of Rochester, N. Y., as to who is entitled to the title of champion trick rider of the world. Now to settle the latter point I am willing to enter into a sweepstakes, with either or both of the above named gentlemen for Ralph Temple, of Chicago, and W. S. Maltby, of New York, same to be open to the world for £25 a side, the winner to take the entire amount. The contest to take place in London or any other city acceptable to Messrs. Canary and Kaufmann. Or I will match W. S. Maltby (who will in February next retire from cycling as a profession in order to embark in mercantile pursuits) against either or both Messrs. Canary and Kaufmann. Mr. Canary recently stated to me in Paris that all modern riders were more or less copyists, so I want him to come before the public, and let them decide who is the greatest of all modern "trick" cyclists. If money is deposited in any responsible hands I will immediately cover it. Contest to take place in a month's time. In case there is no response to this offer, Mr. W. S. Maltby will retire with the title of "World's Champion."

Yours, &c., W. J. MORGAN.

Birmingham, December 19.

MR. DUCKER IS NOT DEAD.

Editor *Bicycling World*: As you say in your editorial of Dec. 23, "we think that his assertion that the 'standing aside' of the L. A. W. was an aid to the A. C. U. will not bear analysis." This paragraph contains a good deal of truth, for if an investigation were to be held it would be found that the reason that the A. C. U. did not pursue a more aggressive policy was that it had promises from certain of the L. A. W. officials that if they adopted the promature class rule that it would receive the support of the League, inasmuch as they would stand aside and let the A. C. U. control racing. These promises were like some others made by the past management of the League, and have a good deal of the flavor of the promises made in regard to Mr. Wells's appointment in Pennsylvania; the trouble seems to be that there is a class of men in office who

will promise certain things and then have not the courage to stand up before the board of officers and champion the cause which they know to be right. Afraid of public opinion, as it were. The A. C. U. kept its word, which is more than can be said of the other side. Now for a little history: How did the League stand aside? I will tell you. Just as soon as we got started it went to work body and soul to stab the new organization in the back, and it did not do it in the daylight either, and should I give some of the inside workings it would reveal the reason why certain of the suspends were reinstated and why others were left; for it so happens that certain of the correspondence that passed between the Racing Board and some other individuals were passed to me to see what was going on, and with a little foresight I copied them, but the time is not quite ripe to expose them to the public gaze, so we will let this little farce go on, as it seems to amuse some, and we can afford to wait, as long as we hold a good hand. You say that they did stand aside, which is not so; they stood aside in one way, and that was at their back with a good sharp knife, and as soon as it was dark never failed to give the A. C. U. a stab. Had the fight been made open and above board, things would have been different, for such doings would not have been tolerated by the wheelmen. The A. C. U. is not a dead issue; the organization may be, but the principle still lives, and will in the near future control the racing in this country. I can remember some four years ago, when at a public meeting, our genial Secretary said that if the League would only enforce the amateur rule, that it would do one of two things; either cause the obnoxious rule to be repealed, or else it would do away with racing. Well, it has done the latter, and no mistake; and it does not look well at this time to say that the L. A. W. rule had nothing to do with it. It looks now as if a change of position had also caused a change of heart. You will see that I am not as dead as announced in a former issue of the *WORLD*, but am alive as usual to the interest of wheeling. We have got to boom racing this year in the interest of the wheel and the papers connected with it, and it has been proven beyond a doubt that racing when well conducted does more to help the sport than all other agencies combined. The live and progressive cyclists of this country are going to try their hand at managing affairs for the year 1888. The Mugwumps had it last year, and it is the straights that have their innings this season.

HENRY E. DUCKER.

Buffalo, N. Y., Jan. 4, 1888.

SCORE ONE VICTORY FOR THE CYCLE.

LEDYARD S. HASKELL, a young bicyclist of Orange, through his father, Benjamin Haskell, brought suit in the Circuit Court of Essex County before Judge Depute this morning to recover \$4,000 damages from Joseph Foster, John V. Smith, and William R. Hall of Bloomfield. The day of the meet of the New Jersey Division, L. A. W. (4 July, 1887), young Haskell took a jaunt a-wheel to Bloomfield, and got along along all right until, when near the depot, he was compelled to use the sidewalk in order to cross the railroad track, the road being in such a condition as to make it unsafe to ride on it. After crossing the track, he continued on what, by courtesy, is denominated a sidewalk, but is really no more than a crossing leading to the station. Just as Haskell reached the end of this "sidewalk" (?) before reaching the station, he was seized by Fostes, who is a town constable, who, with Court Constable Smith, took him before Justice of the Peace Hall. The constables then stated their desire to enter a complaint against Haskell for violation of a township ordinance, which prohibits the riding of bicycles on the sidewalks.

And here is where the funny part of the business comes in. Justice Hall, after hearing both sides of the story, declined to take the complaint of the constables, but allowed Haskell to go upon his (Haskell) paying the constables \$2.00 for their trouble in making the arrest. He was also warned that if brought up again on a similar charge, he would be fined \$20.00 or committed for ten days.

The suit for damages was thereupon commenced. The defence claimed that the officers had the right to make the arrest, as the plaintiff was clearly violating a town ordinance in using the sidewalk as a road for bicycle riding. Judge Depute stated that while it was the duty of the court to uphold magistrates, still, in this case he could not see that the Justice had acted right in not taking action on the complaint of the constables, but simply for their trouble in making the arrest. A verdict of \$25.00 for the plaintiff was rendered. Thus I shout three cheers for Judge Depute, and don't forget to make a big mark on the wall for Jersey. RATCHET.

MR. JOHN R. CHADWICK, the Vice President of the Boston Club, and one of its most popular members, has returned to this city, and his friends will learn with pleasure that he has almost entirely recovered from the illness which compelled his temporary retirement from business.



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THE Cyclist Touring Club is now an incorporated organization under the laws of Great Britain. Under the new order of things, each member becomes personally liable, limited, to the amount of 10 shillings, about \$2.50. This is kicking up a bobby among English members, and some of the foreign exchanges are making it very interesting for the management of the club.

Wheeling has an excellent cut and description of the New Rapid safety. It shows a wonderfully strong and rigid frame.

"I WALKED down the street the other night with Arthur Young, who remarked as he glanced at the beautiful moon: 'Time was when a moonlight night like this would bring me out on my bike, no matter how cold the weather, but somehow a fellow gets more sense, or gets lazier, or something, after a few years. I tell you what,' he continued, warming up with his subject, 'it's no fun to get out on a bike with the thermometer way down in its boots, and get your nose pinched, the eyes frozen out of your head, have your spokes snap in two just for fun, and if you happen to let your wheel fall, ten to one the handle-bar will break. Then you whooper up a little to get warm, and the first thing you know you've got your mouth open for more air—and you get it, too, and presently you'll freeze your breathing apparatus and have a cold for the balance of the winter. O, I've been there, I have.' I gave a gentle cough, and murmured something about its being troublesome to get my bike out of the cellar, where it was in a warm, dry place that was good for it."—*Spectator*.

FOR six years past the Overman Wheel Co. have been perfecting a method of attaching wheel tires, which they have named Compressed Tires. For the most part they have succeeded well in their attempt to stick tires so they could not come out; they have met with some difficulties which have been promptly corrected. In order that this department might have its share of benefit with other devices in their new factory the company have employed Prof. C. E. W. Woodward, of Boston, who is the original inventor of the chemical part of this process, and who is a very competent chemist, to take charge of their laboratory at Chicopee Falls. The result is that the Compressed Tire has been greatly improved. In fact it seems to be above criticism. The chemical treatment is done entirely by Prof. Woodward, and every tire, after being attached to the rim, is put under his personal inspection, so it is reasonable to expect that the occasional blunders of the past will be omitted in future, and that the Compressed Tire will be all that is claimed for it. Prof. Woodward will also have charge of all other chemical interests connected with the manufactures of the company.

IT may not be generally known that Buffalo has the largest manufactory of steel balls for bicycle bearings in the country. The Niagara Machine Company has just finished a new factory on the Belt Line at Kensington avenue, and is engaged in the manufacture of these balls, exclusively. Formerly all bicycle balls had to be imported from England, as no one had been found in this country who could turn balls of the necessary hardness. The Niagara Machine Company, however, has solved the problem, and now employs fifteen men and turns out 50,000 balls a day. It has for customers almost every manufacturer of bicycles in this country.—*Sporting Life*.

The Sterling Tricycle Co. (the wooden-wheel machine) has placed a large order for machines the coming season.

THE Pope Mfg. Co. and H. D. Corey are both recipients of congratulatory letters on the entrance of the latter into the employ of the former.

PRINCE WELLS has been in Denver, Colorado, at the Olympic. Mr. Wells styles himself the American champion trick rider, and he rides a Gormully & Jeffery Champion in all his exhibitions.



THE VELOCE COLUMBIA.

PRICE, with "Double-Grip" Ball-Pedals, \$135. With "Double-Grip" Parallel Pedals, \$130.

BRIEF.—31-inch rear (driving) wheel, 30-inch front wheel. Endless moulded 7-8-inch rubber tires. Crescent felloes. 40 and 36 direct spokes, No. 11 1-2 gauge, with both ends enlarged. Columbia adjustable ball-bearings, all around. Seamless-steel, tubular front and rear forks and perch. Adjustable crank-and-chain driving-gear. Wallace sprocket wheels. Ewart forged-steel, detachable-link chain. Detachable Knous cranks, 5, 5 1-2 and 6-inch throw. Columbia "double-grip" rubber ball pedals. 4 1-2-inch cone steering-centres. 28-inch hollow, continuous steel curved handle-bar, adjustable for height. Vulcanite handles. Adjustable plunger brake. Adjustable L seat-rod. Harrington cradle-spring. Knous adjustable saddle. Lantern bracket. Foot-rests. Steering-wheel shield. Tool-bag, with B. & S. monkey-wrench, screw-driver, and oil can. Gear 55. Weight 51 lbs.

We present this week a novelty in the form of the Veloce Columbia. The Pope Mfg. Co., recognizing that the demand for bicycles of the "Safety" is materially increasing among a numerous class of riders, who, wisely recognizing the wheel as a valuable means to health and recreation, or as a business convenience, incline neither on the one hand to the enjoyment of the regular bicycle with its contingent possibilities, nor on the other to the staid reliability of the tricycle.

The crank-and-chain driving-gear has been generally accepted as the most effective method of applying the power; and while both front and rear driving types have their advocates, the latter undoubtedly holds the balance of favor at present and is going into the widest use.

Being guided by both the good features and the faults of some patterns of rear-driving safeties on the market last season, the Pope Co. have perfected the Veloce under their own ideas, and though, as a matter of course, originality in all parts cannot be claimed for it, the improvements devised, and the quality and style of the material and work, stamp it as a well-developed member of the Columbia family, which is enough to present it as being worthy of the very highest confidence.

FRAME.—An economy of weight is had, together with an increase of strength and rigidity of frame, by making what is practically the perch of the machine of one continuous piece of seamless-steel tubing of heavy gauge, crank-shaft bracket at its lower end, the centre tube and tubular driving-wheel forks, and the various braces, and extending well over the wheel, to act as a shield protecting the rider from dust and mud. It is rolled into concave section throughout its length, and under their own method and patent, for the saving of space, and for strength and neatness of appearance.

STEERING.—The steering spindle and centres are so proportioned and placed as to afford the rider as ready control of the machine as possible, and by using rigid forks of tubular steel without springs, believing that accuracy of steering necessitates the use of a stiff fork.

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COLUMBIA BALL-BEARINGS are used for both wheels and the driving gear, the steering wheel having a bearing similar in construction and method of adjustment to the rear wheel of the Expert, or the tandem steering wheel, while the driver is fitted with regular Expert front bearings, with case bolted into the fork ends, affording strength and ready adjustment at an important point.

THE DRIVING GEAR is a modification of their regular crank and chain arrangement, with a neat adjusting device for taking up any slack of the chain. The crank-shaft bracket is hinged to the lower end of the perch, and may be moved backward or forward as desired within a reasonable limit, and secured in position by set-nuts to a firm brace running down from either rear fork end, and by a special jointed brace to

a bracket immediately above. The position of the upper sprocket wheel within the left bearing, and made as a part of the hub, affords the greatest strength, and as even action upon the bearings, as possible. The chain is their regular Ewart forged-steel chain, claimed to be the only perfectly adjustable one in use, and freer from troublesome breakage than any other. The links are perfectly interchangeable.

CRANKS.—Are the well-known Knous pattern, which hold the pedals securely, and without danger of slipping or loosening, and key them to the crank-shaft with a new, tapered, round key, as in the Volunteer.

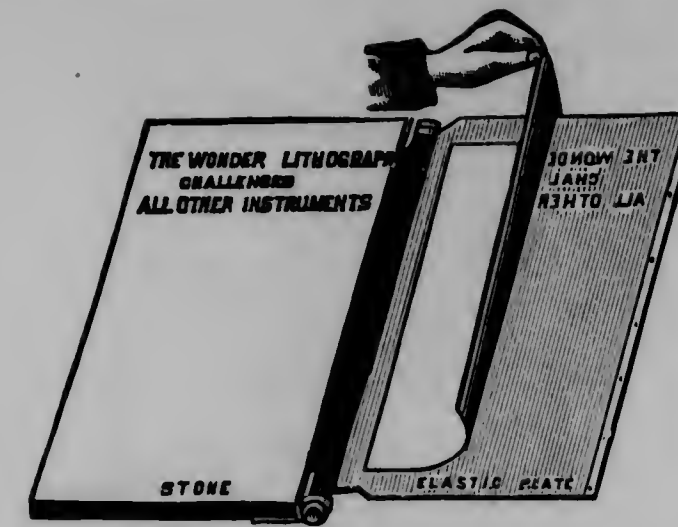
THE PEDALS are the regular Columbia ball, fitted with "double-grip" rubbers, though "double-grip" parallel pedals will be furnished on a new machine, at \$5 reduction.

THE HANDLE-BAR is one piece of seamless-steel tubing, of good diameter and gauge, secured in the lug of the adjustable straight arm, and curved backward to bring the handles to a desirable and natural position for the rider, and one contributing much to his control over the machine. The handles are of vulcanite, screwing directly upon the bar ends, and of a size and shape to afford a comfortable and firm grip. The brake is strong and positive in action, of neat appearance, with lever curved like the handle-bar, and connecting-rod admitting of easy and exact adjustment.

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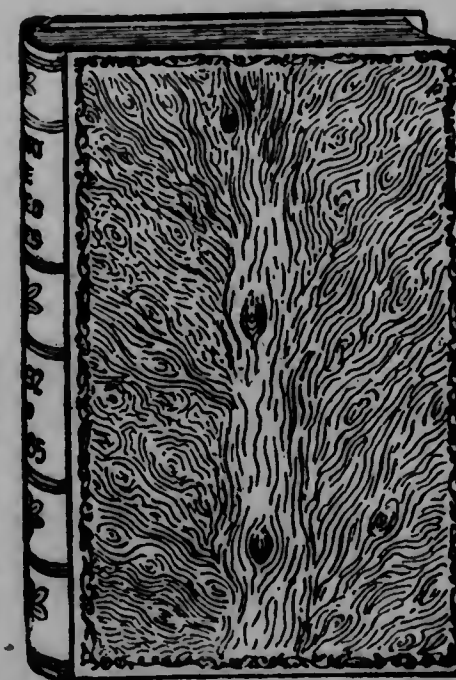
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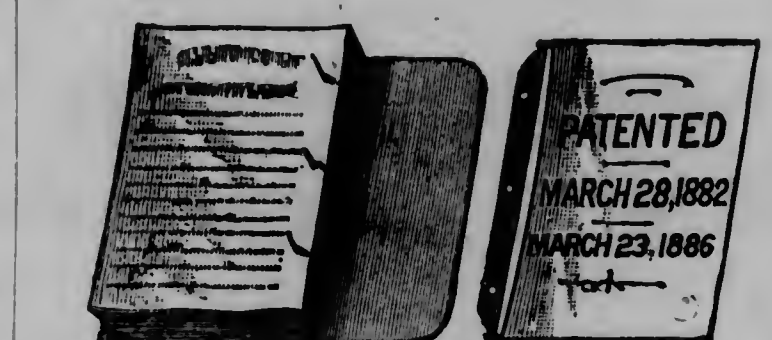
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 20 JANUARY, 1888.

NOTHING seems to disturb the equanimity of the League officials. Even the waylaying and assault of its members by hired roughs is not officially noticed. When the sharp lash of criticism is drawn across the backs of the inactive and indolent officials, an editorial in their organ attempts to palliate the League's breach of duty. The silliness of the excuse is manifest in the case of the Mobile shell road. The Sec.-Editor states that this Alabama shell road is owned by a corporation, and therefore the cyclists can be forbidden its use; an excuse worthy of the "Circumlocution Office." Even admitting, for argument's sake, that the wheelmen are trespassers, and have no right on this corporation's highway, are they to be waylaid and beaten with impunity? Does the Secretary-Editor presume to tell us that corporations can hire "burly negroes" to assault people even unlawfully on their premises? Where is the League that it sits idly by, while such outrages are committed on the persons of its members? Is the Secretary-Editor also the League's legal adviser? He says: "It may be that in the near future we shall be able to get justice from private corporations, but just now it is fruitless to go to the courts." Is the League to stop because it is defeated, once, twice, or even a score of times? "To regulate" is not to prohibit, and we do not believe that these corporations have the right to prohibit cyclists from using their roads. We base this opinion on what we understand the law to be in regard to turnpikes. The law is well stated by Chief Justice Shaw in the following language: "We think that a turnpike road is a public highway, established by public authority, for public use, and is to be regarded as a public easement. The only difference between this and a common highway is, that instead of being made at the public's expense in the first instance, it is authorized and laid out by public authority, and made at the expense of individuals in the first instance; and the cost of construction and maintenance is reimbursed by a toll, levied by public authority for the purpose. Every traveller has the same right to use it, paying the toll established by law, as he would have to use any other public highway." Abbot Bassett's law may suit the purpose of a certain faction of the League better than that of Judge Shaw and other eminent jurists, but wheelmen who believe that they have equal rights with other travellers using other carriages, and who suppose the League was formed to secure those rights, will prefer the law as it is, and as it ought to be. Bassett's law is unjust and illogical, while Judge Shaw's law is sound by every test. It is not the failure of the League to accomplish results that is to be condemned; it is the failure of its officials to be true to the trust they undertake to fulfil.

The matter has been called to their attentions, and trivial official excuses are made for doing nothing. The requests for early renewals are promptly made, and have not the members a right to demand that the purposes as laid down in the constitution be carried out with vigor and diligence? If the cyclists of Alabama are being deprived of their legal rights, every means should be exerted to assert and secure them. The members will not long be satisfied with shuffling excuses for not acting. At all events let the League find out what this Mobile shell road corporation charter provides for, and what is its duty to the public; that is the very least they can do. Why do not the League officials take some steps, and not settle back in their chairs of ease and indolence, while its members are insulted and assaulted? We can have just such a charming state of affairs without the League.

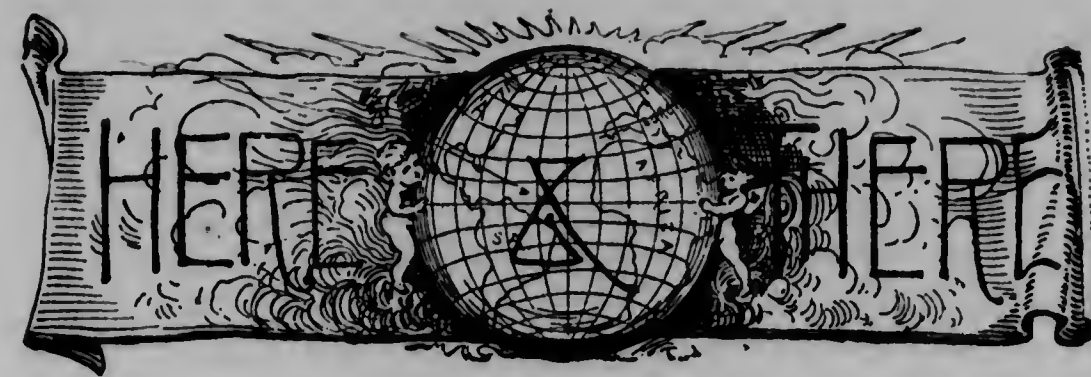
ROXBURY BICYCLE CLUB.

ONE of the most delightful parties of the season was given last Wednesday evening by the Roxbury Bicycle Club at Orienta Hall. President Emery, Chairman of the Reception Committee, assisted by J. E. Moulthrop, E. E. Roslin, E. F. Tetlow, P. W. Sylvester, W. T. Johnson, L. Heintz, Jr., H. B. Goodrich and L. Porter, saw that the guests were well taken care of, while the following gentlemen officiated most acceptably as floor managers—Capt. J. S. Lowell, G. E. Marsters, G. A. Titcomb, A. R. Keltie, F. Howard, J. Graham, S. E. Blanchard, G. B. Palmer, James Keltie, F. F. Scholl, C. W. Eaton, G. G. Blanchard and A. H. Draper. The music was excellent, and was furnished by Bullfinch's Orchestra. A large delegation of cyclists were present, nearly all the local and suburban clubs being represented. At about 11.30 dancing was temporarily suspended, and an excellent supper was provided. There were twenty dances on the programme, and it was well along toward 3 o'clock before the last number had been danced. The Roxburys know how to entertain, and a more hospitable host than President Emery cannot be found.

THAT was not a very reputable ending to the was to be great race for \$5000 a side between Whittaker and McCurdy at Minneapolis last week. Whittaker's friends claimed that his bearings had been filled with emery, and McCurdy said he would not race if Steve Carlisle was referee. Carlisle finally gave the race to Whittaker. And by the way, we would ask, what became of the fabulous stakes?

JANUARY 1st, 1888. Memorandum from dairies of all the prominent racing men: "I swear off, and will not ride in a single race during the coming season." June 4th, 1888 (by the same): "I notice the phraseology of my 'swear off,' dated January 1st, and see that by taking in every event that comes to my notice, I shall avoid the onus of having broken a pledge, so here goes: As I understand that Jones, Smith, Brown, Robinson, etc., etc., have all forsworn the path, I imagine I shall find many a 'quiet corner' this season. Ha, ha!" With the above entries on over 100 prominent racing men's dairies, and the belief of each man that he was the only one who would "come out" in the spring, the consternation of each individual of the 100 on meeting his old competitors at the "quiet corner," can more easily be imagined than described. Verily, verily this public announcement that, "I will not race next season," is a veritable C. O. D.

A LEAGUE member, signing himself "L. D. A. 3922," thus delivers himself on the Mobile case to the *Bulletin*: "As one of the very few members of the L. A. W. in Alabama, I most earnestly appeal to you, and through you to the officers of the League, to do all in your power to aid the wheelmen of Mobile to assert their rights, and maintain them. No one knows better than I what the wheelmen of this section have to put up with from the narrow-minded prejudice and frequently the gross ignorance and boorishness of some of its people. If you want the genuine blue-blooded 'road hog,' come to Alabama. The idea of a man who is so foolish as to ride one of 'them things on two wheels,' having any rights on the highway, is to him perfectly preposterous. He can't see it. And the only way to make him see it, is to bring him up before a court of justice. The League takes cognizance of cases like this nearer home, and I hope it will show, by its action in this matter, that, unlike Mr. Foraker of Ohio, 'it knows no North, no South.' A member of the L. A. W. has as much claim to its protection in California as he has in Massachusetts, and as much in Alabama as in California." To those interested in this case and similar ones, we refer to our editorial on this very matter.



"GENTLEMAN JOHN"
AT LARGE.

taken the English and Scotch wheelmen got up a subscription for this unfortunate freak, who rode apparently more for notoriety than for pleasure.

THE trial of a velocipede on rails was made at Pantin (France) a few days ago with most satisfactory results, a speed of twenty-five miles an hour having been reached. This machine, made for the Engineer Corps, rests on four wheels, each of a diameter of thirty inches. By means of the driving gear the wheels are made to go round twice, and cover a distance of five yards for every turn of the pedals. The axles are all borne on steel ball bearings, the friction of which is so small that an effort of five ounces is enough to set the machine in motion, and when started at full speed it will go over a distance of nine hundred yards on level ground. The machine weighs but 166 pounds, so that one man can easily lift it off the rails at the approach of a train. It might be well to suggest that this railroad quadricycle be provided with a good mirror which would let a rider see a train approaching from the rear. The writer has been on a Western hand-car, and the recollection of the unpleasant nervous feeling which he has experienced when *expecting* some limited "Rocky Mountain express" from the rear, when going down grade round a "horse-shoe curve" in the Rockies, prompts him to make this suggestion. Anyone who thinks there is no excitement connected with a hand-car had better go out to Montana where the Northern Pacific runs among some of the wildest scenery in America, and try riding on a hand-car with an Express rifle, a Winchester, or a favorite shot-gun, with which to take a "whack" at any live thing which offers a tempting shot. If he escapes being run over once in a while, and nearly loses his gun or wrenches his arms almost out of his shoulders, while struggling with some hare-brained Rocky Mountain galoot in an effort to get the blamed "kyar" off the track before it is lifted skyward by some approaching locomotive's cow-catcher, he will agree with me that life on a hand-car is not poetical by a D. S.

THERE are quite a number of cycle dealers in Edinburgh. One of these (who shall be nameless) has, apparently, a good thing, as he has (in my very humble opinion) the agency for three of the very best wheels known to the English trade, the "Humber," the "Invincible," and the Anfield "Ivel." Many of the old-time hard road and path riders are gone away; some to India and South Africa, and some to London and elsewhere. D. D. Bryson is in India. D. D., had he taken care of himself, would, I believe, have shown world championship form. D. H. Hine is still in Edinburgh, and still rides. The Laings, the Sinclairs and their contemporaries, are scattered far and wide. There seems to be very little interest taken in racing here.

THE cycle is each year becoming more and more of a vehicle (I mean in the eyes of the non-riding public), for by wheelmen it has always been regarded as a vehicle *par excellence*. Still the Powderhall race track is a disgrace to Scotland. I should be very loth to see bicycle racing given up. It is a good thing for the boys and a good thing for the wheel. Had it not been for fast time, we should not have had the great competition among the various makers, which has resulted in our beautiful present mounts.

BUT I notice one very peculiar fact. The riders here are not nearly as fastidious about their mounts as they are in the States. I do not wish to be boastful, but I am now absolutely convinced that there is a certain American wheel which cannot be *touched* on this side, either for rigidity, outline, reliability or workmanship. The saddles, too, over here are inferior things; the saddle springs likewise. I do not think that it will be very long before America will sell lots of wheels in Great Britain. Lift up your hands in scorn and amazement, O, ye men of Coventry, lift them up if you will,

but mark my words. (Comments from G. L. H. will be very acceptable.)

BUT I must certainly say that the English mode of cigar and pipe smoking, compared with the American, has a much less nauseating appearance, though perhaps more injurious to the smoker. The first thing an Englishman notices in an American hotel, or other public establishment, is the wonderful number of cuspidors, which meet the eye at every corner. In England there is none of this. An Englishman never spits. How they escape nicotine poisoning I do not pretend to say, but they live, and, as a rule, are big and healthy, and have clear complexions. Possibly the practice of expectoration is as injurious, if not more so, than that of failing to do so. The English system, at least, has the merit of *appearing* vastly better. I do not pretend to know anything about one or the other, I am merely writing a few impressions on the country.

THE hotel system is (in my very humble opinion) very good over here. A guest pays for what he gets, and, take the best hotels, what he gets is worth paying for. The little oval "soap dishes" of America are unknown at the hotels or restaurants. I refer to the things which an American waiter throws at you after you have waited about thirty minutes, and drummed the "Patrol Comique" on the table with a knife which is as sharp on one side as the other. The knives over here are all very sharp. Doubtless this is to prevent the unsightly custom of using the knife to convey food to the mouth. One thing is certain: such a practice could not be carried on without extreme danger of carving the cheek.

THE Bass' ale over here is not "flat," and the whiskey is white, not red, and does not hail from Kentucky; and laying all jokes aside, it is *"vera goot."* *"She pe goot Glenlivet"* is what the broad Celt will tell you, when you inquire as to the quality and brand of the liquor; and *she* generally is. There is a story told of a certain Scottish deer-stalker, who was travelling pony-back with a shooting party among the rugged mountain scenery in the North of Scotland. He felt almost paralyzed with terror, as he laid his reins on the little animal's neck and held on to his double-barreled express rifle, as the party wound out and in among the awful mountain passes where the crags arose like sheer walls above the shimmering lochs below. He thought it best not to try to guide the pony, but to trust to Providence, and let the *"beastie gang her lane"* (allow the animal to go by itself). After hunting all the morning, he rode to the "shooting box," where a party of deer-stalkers were fortifying themselves with *"goot Glenlivet"* and *"Athal brose,"* a drink which has among its ingredients, Scotch whiskey and heather honey. The ride home was a starless blank to him, and he spurred the pony to a gallop, oblivious of the yawning chasms (copyrighted 1300 B. C.), which had filled his sober soul with terror in the morning. Arrived home, he was called upon for a toast; he responded with, "Here's to *'Athal brose,'* the best road maker in Scotland."

BUT the servility of the servants and waiters disgusts me. There every motion is one which would have done credit to an "Uriah Heap" of the first water. They are so *very humble*, and are always looking for "tips." One does not mind tipping, but one hates the wretches to hang round and waylay a man, assuming the while the most expectant and worshipful look imaginable. They remind one of the half-fed creatures that howl for *"backsheesh"* in the land of the pyramids. They "size you up" for an American immediately, and that means sixpence or a shilling, as against the penny or twopenny which Englishmen bestow with a great air of lavish patronage. I was talking with a weak-minded Member of Parliament a few days ago. He said the Americans had ruined Switzerland. The Americans, he said, were so lavish in their bestowal of tips that many English people felt afraid to visit that portion of the continent. But an American cannot hide his nationality; even the shape of his shoes will give him away, and the cut of his clothing. But take the English and Scotch all through and they are a good people, kind to strangers, and not the narrow-minded wretches the Anglophobists paint them.

I AM going to see Geo. Lacy Hillier, and I do not expect to be disappointed in that gentleman, despite the many digs he has got through the American cycling press. Mr. G. L. H. just needs one thing to make him go hand in glove with Americans, and that is a visit to their country. I am sure he could never call them inhospitable.

I MUST say that things in this country look small and shrunken as compared with things American. In this last I should expect to be sustained by all who have lived for a considerable period in both countries. I am perfectly neutral. I am a Scottish-American, and as I have as many friends in the one country as in the other, I could not well be otherwise. I am just as happy if the "Volunteer" beats the "Thistle," or vice versa. I had friends connected with both. I shall send in a lot of "copy" soon.

NEW JERSEY NOTES.

"RATCHET."

THE Le Feurs got away with flying colors on Thursday (12). Their entire outfit, excepting a "gripsack" apiece, was shipped direct to Para, Brazil. The brothers (Batiste is 30, and Jean 18.) will hunt up the "Senator" and "Gentleman John" (to whom I gave them introductory letters) on their arrival in "Merrie England," if time will permit. They expected to reach Liverpool on Friday (20), and as their steamer for the tropics will not hoist the "Blue Peter" until the 25th, I am inclined to think they will at least catch the "Senator."

EITHER the "wires" or your proof-reader, Mr. Editor, made a slight mistake in my "special" last week. The Le Feurs did not come to Newark "on" the ma-sheen. The word should have been "with." Farther along it should be "re-packed." [We shall have to place the blame of these mistakes on our correspondent or the telegraph operators, as we find on reference that "copy" was followed exactly.—Ed.] As their outfit was roughly boxed they overhauled the whole business, and put the machine together—canoes and all—and took photographs of it, after which they "re-packed" it to stand the 3,000-mile ocean trip to the Amazon. I have had a little experience in "wiring" during the past twelve years, and find that without a "repeat" you'll miss as often as you hit.

CHARLES W. BUTLER, of East Orange, has gone to San Diego, Cal.

"BYE-BYE! I'll be in by and by to buy a bicycle." The clerk tried to throw a "Star" at the chestnut peddler, but was too weak.

If all the resignations now in hand are accepted by the Orange Wanderers, we may expect another club in the "City of Macadam."

DR. FRED A. KINCH, JR., of the Union County Wheelmen, uses his wheel every day—come rain, come snow, come shine—in attending to his professional duties.

THE friends of Charley Stenken are confident that when he gets his new 51-inch, 24-pound Star, he will put the Star record down below 2.34. I am inclined to agree with them.

FRED CONINGSBY has taken "the step," and this week will make his first appearance as a professional in an exhibition of fancy trick riding in Hoboken. Good for Fred. If all the rest of the so-called "simon-pure" amateurs would come out under their true colors, they would be more entitled to respect.

THE H. B. Smith Machine Company has been endeavoring for some time to elect a President in place of H. B. Smith, deceased. The trustees of the estate are divided in their choice, part of them favoring Joseph J. White, one of the trustees, and another faction hanging out for William J. Kelly, the Vice President, which causes a deadlock.

WHEELMEN must not think that hereafter they can ride upon the Bloomfield sidewalks whenever they choose, for they *cannot*. The verdict in the Haskell case had nothing to do with sidewalk riding. He *did* violate the township ordinance when he rode on the so-called walk, but the verdict was rendered in his favor because the justices first refused to entertain the constable's complaint, and afterward extorted \$2.00 from Mr. Haskell.

THE cyclers in the vicinity of Woodbury, (Camden County) must have a pleasant time when road riding, as a local paper gives the information that, "with the lightest rain fall the roads in and around Woodbury are transformed into quagmires, and it is at times necessary to use four horses to pull a load, which, on an ordinary road, could be easily drawn by one." Surely here is an opening for some missionary work on the part of the L. A. W. Will it ever wake up?

THE bicycling interests of Philadelphia have at last formed a new cycling organization, after a good deal of discussion. It was last Tuesday evening that the representatives of the various clubs of the city met at the club house to formulate a plan of union.

This matter has been talked of for a long time, but has finally come to a result. The following well-known bicyclers were present: William Morris, A. L. Lewis and H. B. Hart, of the Philadelphia Club; Messrs. Elwell, Supplee and Longacre, of the Pennsylvania Club; Messrs. Brown and Collins, of the Century Wheelmen; Messrs. Wright, Harris and Paramore, of Germantown; Messrs. Edwards, Jackson and Green, of South End; and Messrs. Gideon, Thomas and Hallowell, of Tioga. After a temporary organization, a discussion was gone into, and views repeated formally that had been repeated informally a hundred times. The necessity and the advantage of the organization was generally commented upon, and

was stated that all devotees of the wheel were a unit in favor of the movement. The objects of the association were declared as follows: First—To encourage friendly relations between the wheeling clubs of Philadelphia, and to facilitate united action in matters affecting their interests. Second—To promote cycling interests in general, and local interests in particular. Third—To defend the rights of wheelmen, and to co-operate therein with the League of American Wheelmen when deemed advisable. Fourth—To supervise and promote inter-club runs, race meets and other cycling events held by the association. A set of by-laws was adopted by the committee, which will be submitted to the different clubs for their final action. This association will differ materially from all previous associations of the kind, inasmuch as it will be composed of clubs, and not of individual members. Each club will be represented by two members of a board of the association. None but Philadelphia clubs will be admitted to membership.

NOTWITHSTANDING we are in the dead of winter, so far as the season is concerned, sporting matters are at fever heat, if the figure of speech is allowable for the middle of January. The young America of to-day is correcting the bad habits of years past of devoting too much time to business and too little for recreation. The growth of our various sporting clubs, and in the increased attendance both winter and summer, as well as the multiplication of club houses of palatial dimensions and artistic beauty throughout the country, all go to show that the leisure and wealth which is coming to the American people is bringing with it desires and tastes for something else than hard work.

THE recently organized Commercial Athletic Association, composed of clerks and salesmen in the commercial houses of the city, leased the old Girard Cricket Grounds at Frankford Junction for two years. The Young Men's Christian Association was after this ground, but failed. A new club house, grand stands, and other improvements will be begun immediately, and when finished will be the finest in the city. The grounds will be arranged for base ball, cricket, tennis, and other games. There is talk of the formation of a commercial base ball league, composed of the leagues from various Eastern cities, principally New York, Brooklyn with Philadelphia. It is thought that the commercial rivalry between the two cities, New York and Philadelphia, would help to stimulate the organization, and make the club a live organization all through.

A MEETING of the Maryland Division of the League of American Wheelmen was held at the Maryland Cycle Club house in Baltimore, last Saturday night. The question which brought the members together was to decide whether the National League should be invited to hold its annual meeting in Baltimore. Over fifty members were present. A. R. Mealy acted as Chairman, and Robert Lockwood, Secretary. The majority favored the scheme, and the vote showed 34 to 19 to invite. The sum of \$749 was raised at once to pay expenses. The full amount wanted is \$3000, but the entertainment of the members when they come, will be graded according to the amount raised. The Division is getting up an advertising programme, out of which they expect to obtain \$500. One bid for this is already made, which gives them an available cash fund of \$1249. There is great interest felt in the matter, and the National League will no doubt go there, and when they go there they will be well entertained.

AN article in the L. A. W. Bulletin of Jan. 6th attracted my attention. The argument started in the San Francisco Chronicle, by an expression of sympathy on the part of California cyclists for their "Eastern brethren,

who have to put their wheels away during the winter months," was answered by Pedal in L. A. W. Pointer,

who stated that several Milwaukee wheelmen took a run up the river on the ice.

Now if our Western friends would leave their sandy roads and come East, and our Eastern friends come West, meeting here, they would neither have to put their wheels away during the winter, nor would they miss the pleasure of riding on the ice, if their fancies run in that direction.

ON the 11th of December a few of us wheeled out to Sloan's Lake, an artificial lake several miles in circumference, situated about four miles west of here, where we spent some time skimming over its beautiful surface, leaving the fastest skaters behind. The danger of riding on the ice is too great for even the Ramblers to repeat very often, but the above simply shows what we can do. Nearly every day that we have time, a number of us take our skates, and after a ride of twenty or thirty minutes over perfect roads, enjoy the sport of skating, which, however, few but wheelmen can enjoy, because our ice is beyond walking distance. The cold nights and warm

days of this climate are conducive to restful sleep, exhilarating rides and good appetites, thereby insuring good health.

ST. LOUIS.

"LINNEUS."

THE New Year was ushered in here very quietly Sunday morning. The day was celebrated on Monday. Monday morning's papers contained a little squib stating that the St. Louis Cycle Club would keep open house from 2 to 6 o'clock P. M. At the appointed hour the club rooms in the Natatorium were well filled with members and friends, who amused themselves variously, until the refreshments were served. At a given signal, Mr. Clark seated himself at the piano and struck up the Boulanger march, to the music of which the gentlemen present filed into the room across the hall where the tables were set. The tables were fairly loaded down with viands. The House Committee, consisting of R. E. Lee, W. H. Wylie, and E. N. Sanders, every one of them "Ramblers" to the core, deserve great credit for having arranged everything so perfectly.

AFTER the refreshments had been stowed away, the furniture in the club rooms was pushed aside, and the assemblage was treated to a red hot strike-straight-for-your-eye set to between Messrs. Sanders and Rogers, which resulted in a little discolored eye for Mr. Rogers. This whetted the spectator's appetites, and like Smike, they asked for "more," and got it in the shape of a set-to for "scientific points only," as Ed Bates announced, between Messrs. Sanders and Snyder. The honors were about even. After a few hours of pleasant chat, the members and their guests dispersed with the satisfied feeling of having spent a pleasant afternoon, and one that will long linger in their memories. To the Cycle Club belongs the honor of being the first club on the road for 1888, one of their members, or rather, their founder, Geo. Tivy, having wheeled out to Ballwin Saturday eve, and came back Sunday morning, Jan. 1.

THE Missouri Bicycle Club held their regular meeting Tuesday, Jan. 3, at which Burt Taylor was appointed Librarian. I congratulate the club on having secured the services of a gentleman so eminently fitted for the position. I hope that from now on the reading room table will assume its former tidiness. At this meeting, Mr. E. B. Page, having previously addressed a communication on the subject to the President, which was read, got up and stated that he was not the author of the famous "Hew" letters, as accused of being by an evening paper. He further stated that he had given the gentleman who accused him of the "heinous crime" notice to be present and vindicate himself, in case any member accused him of being the author. Mr. Hicks, being the gentleman referred to, did not show up, and while there is no doubt in my mind as to who wrote these letters, the mystery in the absence of direct proof, remains unsolved.

THE Board of Officers of the Missouri Division held a meeting Thursday, Jan. 5. Chief Consul Brewster informed the members present that, inasmuch as the *Bulletin* did not publish any more renewals, he would send each representative copies of the renewal lists as soon as they were received from the Secretary-Editor. The members could then check off the names of members who had renewed. This is a very "neat" idea, I think, and I mention it for the benefit of other divisions.

PERCY STONE's personal application for reinstatement is in the hands of his friends, who are procuring the division officer's signatures to the document.

THE Road Book proofs are ready, and will be electrotyped as soon as marked O. K.

AT the last meeting of the Missouri Club, D. C. Webb handed in his resignation as a member of the club, which caused some surprise.

AT the last paper chase of the M. A. A. C. at Forest Park, Cass wore a costume which the *Post Dispatch* claimed made him look like a Malay pirate. Now while Cass may lay for all sprinters, I have never known him to waylay anything but lunch. [Please don't. —Ed.]

MR. E. A. SMITH holds the Missouri Club's cup and medal for having ridden the highest number of miles during the season. Captain Brewster is second; Alex Lewis, third; E. C. Klipstein, fourth; and C. C. Hildebrand, fifth. I heard Hildebrand telling "Klip" and some other friends last September that he had covered 2000 miles; 2012 was the total distance ridden, I think. He must have stopped riding since, or there was a "string" attached to that record.

THE third entertainment of the Missouri Bicycle Club was given Thursday, Jan. 12, at 8 P. M., and this, in spite of "awfully mean"

weather, was a success. The first number on the programme was a piano solo given by Miss Clara Stubblefield, Miss Minnie Bruere contributed a contralto solo, Miss Elise Mathews a soprano solo (violin obligato), which was followed by a duet for soprano and alto by Misses Mathews and Bruere. All of these ladies deserve the highest praise for their performances, and judging by the way they were encored, the audience knew how to appreciate fine music. The last, but by no means least, number on the programme was a violin solo by Mr. G. K. Andrews, which was received with loud applause, and upon being encored, he graciously, but nevertheless somewhat backwardly, responded. Mr. Andrews had charge of this entertainment, and he certainly comes in for a share, if not the larger part, of the credit for having made it the success it was. Then came the presentation of the club's mileage medal to Mr. E. A. Smith by Dr. Keith, and the presentation of the club's cup by Mr. Stevens. Mr. Stevens made quite a lengthy speech, to which Mr. Smith replied in a few chosen words. Many people asked where Mr. Smith "got on to" that pose which he assumed while Mr. Stevens was talking. The dancing of Alex Lewis, the handsome Second Lieutenant of the club, was also one of the features.

PITTSBURG and VICINITY.

"DUQUESNE."

AM very much obliged to "Key stone," of the *Wheel*, or his invitation to take in the Perrysville Plank. Yes, I can chase the pedals round better than I can chase the pen, but according to his story, I need only to throw my legs over the bar and let her go on that road. But, how did he measure those coasts, with a spoke cyclometer or with his imagination? I believe Seidell was the man, but do not know.

BIDWELL will ride this year, all rumors to the contrary.

THE following is clipped from the *Pittsburg Press*: "An amusing incident occurred yesterday at Tony Newell's road house on Forbes street, East End. A dude who was out enjoying the bracing air on his bicycle, becoming somewhat chilled, concluded to dismount and regale himself with a brandy and soda before returning. He glided gracefully through the gate, up the shell roadway, and without stopping, rode into one of the stalls used for horses, where he left his wheel, and proceeded to the bar. Patrick, the Irish hostler, not being familiar with the silent steed, rushed up, as is his custom when teams arrive, with a bucket of water and a blanket. He threw the latter over the wheel, and with a sponge began to rub down the nickle plated finishings, all through the force of habit, of course. The dude came out, tossed him a coin, and continued his journey to the city.

THE call for grades of notable hills in different parts of the country in last issue of the *Bi. World*, should elicit some information from this section. The Homestead boys should send in the grade of their holy terror, the McKeesport crowd ditto, likewise the Allegheny Cyclers, and the Keystone might send in their toughest hill; then Brownsville and Beaver Falls should have a show; and then, lastly, the "lung pullers" that the Sewickley crowd blow about. These statistics would be very interesting; at present you can't tell which hill is the hardest to climb. The Cyclers talk of Federal street, which isn't really much of a hill; the Keystones talk of Irwin's hill, which, while steep, is only a few feet long; and the Homestead hill has faded from view like a Spanish air-castle, and is no longer considered a lung-breaker. As no one ever sees the Sewickley hills but the Sewickleyites, they can blow all they want, without fear of contradiction. But really the only satisfactory way to settle this, is to get the grades of the different hills; figures won't lie, if the surveyor is "straight" and competent. Let Lee & Livsey survey some of our hills and send in their measurements to the *Bi. World*.

WHEEL CLUB
NEWS.

THE Jamaica Plain Cycle Club gave a dinner at the Tremont House, Boston, Friday evening (13), complimentary to E. J. Woodworth, for a long time the Secretary of the club, who is soon to go to Texas to engage in business. The affair was informal. After the dinner the club held its annual election of officers, with the following result: Charles A. Underwood, President; William A. Mosman, Vice President; Frank P. Walker, Secretary and Treasurer; Edward C. Chase, Captain; George F. Riley, First Lieutenant; Joseph G. Sherman, Second Lieutenant; Wm. D. Eldridge, Bugler.

THE Century Wheelmen, of Philadelphia, have elected the following officers: President, Frank Read; Vice President, Thomas Hare; Secretary, P. S. Collins; Captain, W. T. Fleming; Board of

The COVENTRY MACHINISTS' COMPANY

LIMITED.

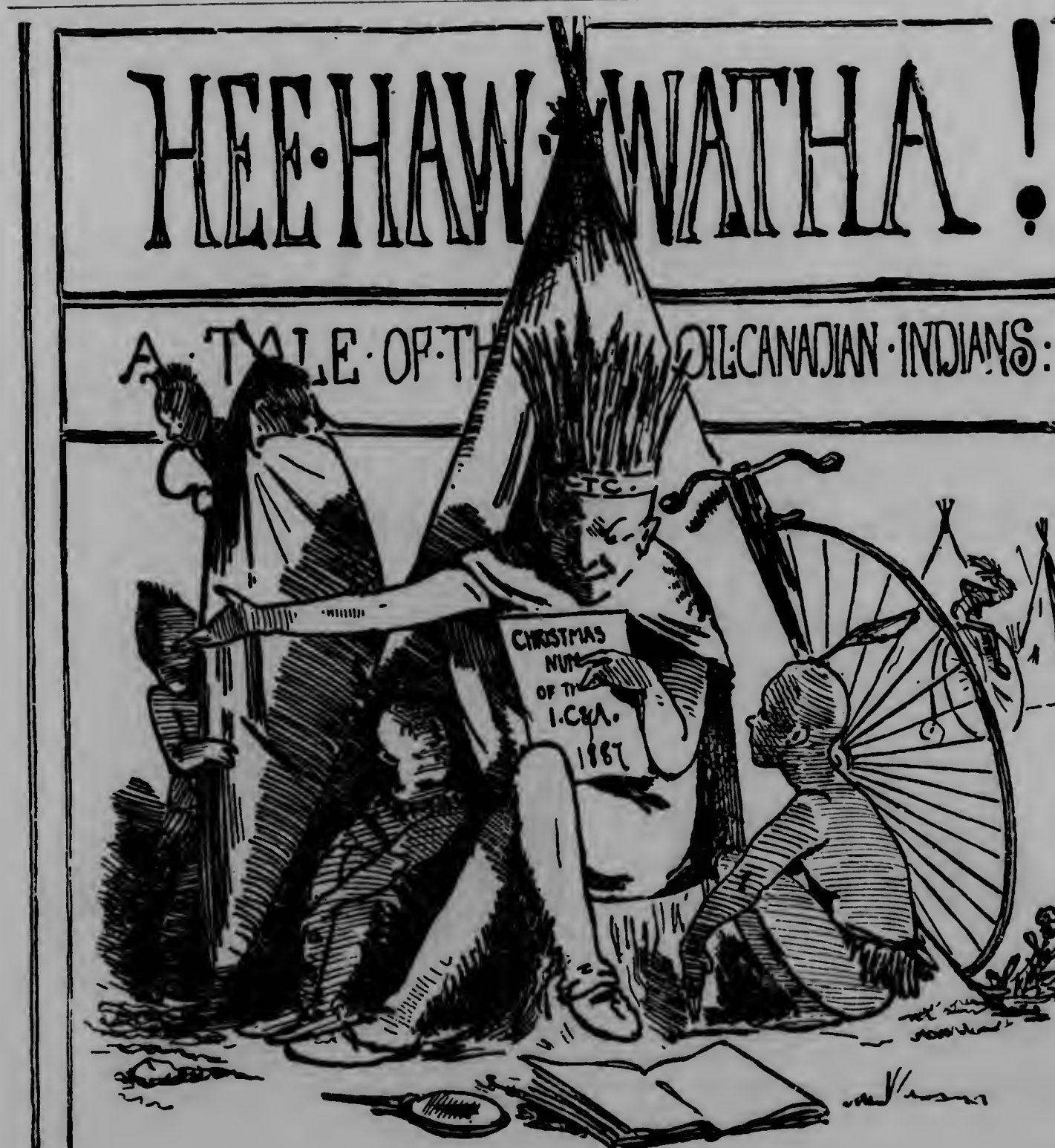
Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles:

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239 COLUMBUS AVENUE

BOSTON, MASS.



Christmas Number of the Irish Cyclist and Athlete

SHOULD you ask me whence these stories, Whence these tales and these traditions, With their frequent repetitions, With their numerous errata, With the rushing of the cycles, With the thunder of the football, With the smashing of the racquets, With the yells of the spectator, With the odor of the oil-can? I would answer, I would tell you— From the wigwam of the Paleface, From the Editorial sanctum, From the goose-quill of Macreedi, From the writings and inscriptions Of his well-conducted paper.

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When we are compelled to use racing wheels to make records,

WE SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350 1-2 Miles in 24 Hours,

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 * MILES * IN * TWENTY-FOUR * HOURS.

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,

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 Catalog cheerfully mailed on application.

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

Directors, William Sadler, F. G. Strossburger, R. Snyder and Dr. E. G. Fruh.

THE Orange (N. J.) Athletic Club will give a grand ball on 10 February.

THE Bloomfield (N. J.) Cyclers are in fine condition and are steadily moving ahead. The rolls now show a total of thirty active members.

THE Thorndike Bicycle Club, of Beverly, Mass., will construct a chute 1000 feet long down the slope at Trick's Pond. The toboggan slide will be brilliantly illuminated by electric lights.

THERE is a faction in both the Century Wheelmen and Germantown clubs that favors consolidation. Whether the factions are strong enough to bring about the result we cannot say.

AT the semi-annual meeting on the 5th of the Ramblers' Bicycle Club, of Hyde Park, Mass., the following officers were elected: President, J. E. Walter; Secretary and Treasurer, J. P. Boyden; Captain, J. P. Hall; First Lieutenant, A. H. Morse; Second Lieutenant, Robert E. Grant; Color Bearer, E. E. Galloupe.

The Owl Bicycle Club, of Bordentown, N. J., elected the following officers January 11: President, Prof. C. P. Hoffman; Vice President, John Matthews; Secretary, Charles E. Burr; Captain, F. G. Wise; First Lieutenant, Charles R. Garwood; Second Lieutenant, Howard Newell; Color Bearer, Paul O. Hudson; Bugler, Lewis W. Wise.

THE wide-awake Bloomfield (N. J.) Cyclers held their annual meeting on Thursday evening (12), and elected the following officers for the ensuing year: President, J. V. L. Pierson; Vice President, Theodore Palmer; Secretary, Percy Graham; Treasurer, Frank Van Auken; Captain, Theodore D. Palmer; First Lieutenant, Robert Moss; Executive Committee, Frank Van Auken, Percy Graham, A. N. Snow, David Oakes, Reid Hawley.

MONDAY evening (9) the annual meeting of the Union County, N. J., Wheelmen was held in the club house at Westfield. The attendance was large, and everybody was in good humor. The balloting for officers for the ensuing year resulted as follows: President, Dr. Fred A. Kinch, Jr.; Secretary, Frank E. Reese; Treasurer, Charles D. Reese; Captain, Arthur N. Pierson; First Lieutenant, John Brunner; Second Lieutenant, Al. Farrington; Representatives to N. Y. & N. J. T. R. R. A., Dr. Fred A. Kinch, Jr., Arthur N. Pierson. The club is in a very prosperous condition, and is steadily gaining in strength. The prospects are that it will have a very lively season.

At the annual meeting of the Calumet Cycling Club, of Brooklyn, held Jan. 4, the long-distance medal for 1887 was presented to Walter Bonner, whose record was 637.4 miles. Capt. Jones came in second with 618 miles to his credit. The second medal was awarded to Arthur L. Ward for having ridden the fastest mile during 1887. Bugler William F. Murphy was presented with an elegant diamond studded League badge as a reward for having brought into the fold the largest number of new members during the past year. It is probable that the Calumets will ere long become consolidated with the Kings County Wheelmen. A proposition to that effect was made by the latter club.

THE Philadelphia Bicycle Club, like the Pennsylvania Bicycle Club, finds that its needs in the way of room are far beyond what its new club house provides for, and the attention of the members for some time past has been devoted to the question of how to arrange for the large and ever increasing needs of the club respecting accommodations. Many regrets were of late expressed by members that a larger plot of ground was not at first secured, but the past week has seen a solution to the question by the acquirement of a lot of ground by the club in the rear of its present club house. On this new lot an extension to the already large club building is to be erected. The new portion of the premises is to include increased machine space, and also more accommodations for the lady members of the organization, of whom there are now a large number enrolled.

THE annual meeting of the Elizabeth, N. J., Wheelmen was held on Wednesday evening (12), a pleasant feature being the presence of a number of the lady members. The presiding officer was Vice President Bergen. The report of the Secretary gave a history of the club during the year, including the building of the club house and other improvements which have been carried out. The statistical part of the report showed that there had been a net loss of one active member, while in the lady membership there had been a gain of six. The club has now a larger number of lady members than any other club in the country. Captain Berry's report showed that the total mileage of the club was 22,597 miles, a considerable falling off from

the preceding year. The individual records ranged all the way from 69 to 3495 miles. Those members who rode more than 1000 miles during 1887 were: F. C. Gilbert, 1186; Finck, 1107; L. B. Bonnett, 1162; Decker, 1200; W. N. Caldwell, 1336; S. D. Bowman, 1467; Walter Chandler, 1637; D. B. Bonnett, 3495. The latter gentleman was presented with the handsome long-distance medal. Gilbert made the largest monthly record, having ridden 459 1-2 miles during July. Ex-Captain Martin made the highest average per ride—22.6 miles, but having failed to cover 1000 miles in the year, the medal was presented to L. B. Bonnett, whose average was 17.8. The Captain's report also gave a summary of the racing events in which the club and members participated during the year. The resignation of R. A. Clapp, who is engaged in business in the South, was accepted with regret. Mr. Clapp was one of the hardest working and most popular members of the club. By a unanimous vote his name was placed on the list of honorary members. The question as to whether the organization should remain an L. A. W. club was decided in the affirmative by an almost unanimous vote. A proposition made to increase the dues was very promptly voted down. Notice was given that several important amendments to the by-laws would be brought up at the next meeting. The election of officers for the ensuing year was next in order, and the result was as follows: President, George C. Pennell; Vice President, Walter Chandler; Secretary, A. N. Lukens; Trustees, Aug. S. Crane, D. B. Bonnett, W. N. Edelsten, E. A. Faulks and A. G. Jenkins; Captain, Samuel J. Berry, Jr.; First Lieutenant, L. B. Bonnett; Second Lieutenant, F. C. Gilbert; Sergeant, A. C. Jenkins; Color Bearer, W. N. Caldwell; Bugler, A. N. Lukens; Surgeon, D. M. Miller, M. D.; Legal Counsel, C. A. Swift. Immediately after adjournment, the new trustees held a meeting and elected E. A. Faulks, Treasurer.

RECORD OF THE WEEK.

"THE BICYCLING WORLD thinks that bicycle racing is a very dead sport indeed, and further, it thinks that the only way to revive it is to start a good system of class racing. The WORLD is about right. Last fall Philadelphia held its most successful meeting of the season on the class racing system."—Item. Right you are; give the public class racing and time limit and you will have a return to the good old times when cycle racing was an interesting sport. It must be remembered, however, that the corpse of racing is well along toward decomposition, and it will take more than one good race meet to resurrect the defunct interest.

WOODSIDE will not abandon the racing path for a while, at any rate.

CHICAGO claims to have 2500 wheelmen, six bicycle clubs, and sixty lady tricyclists.

MRS. HAROLD LEWIS of Philadelphia should also have a medal, as she covered 3000 miles last year on her tricycle.

THE rowing tricycle is to be brought out in England, and Messrs. Rudge & Co., Limited, are building quite a number under contract.

MRS. ELIOT MASON is the first lady in America to receive a medal for long-distance record. During the year 1887 she covered 1000 miles on her tricycle.

Outing went under new management on January 9th. We hope the new "powers that be" will be more favorable to the cycling department of the magazine.

THE Wheel lifts bodily the article we published in our issue of the 6th inst. in regard to the retirement of Mr. W. B. Everett from the cycle business, but Brother Priol, why fail to credit?

THE Canadian Wheelmen, in its January issue, quotes from the WORLD copiously. We acknowledge the honor, but would suggest that it failed to credit the one-page sketch of "Mr. Bowser Buys a Bicycle."

ONE of the most interesting exhibits promised at the coming Stanley show will be that of "cycles fitted for photographic purposes." Mr. H. Sturmer and E. Shipton are on the Committee of Awards in the department.

MR. PEMBROKE COLEMAN, so long and favorably known as official handicapper to the N. C. U., will not accept re-appointment. Mr. Coleman's reputation as a handicapper and timer is world-wide. It will be very difficult to fill his place acceptably.

THE entertainment given by the Springfield Bi. Club minstrels at Chicopee, Mass., Friday evening last, was pronounced one of the finest ever given in the Opera House. The theatre was crowded to its utmost capacity. The performance was under the auspices of St. John's Lodge of Odd Fellows.

The Overman Wheel Co.'s brass band of Chicopee is one of the institutions of that thriving town, and by the way, it is a fact that the new factory of this firm and the plant therein, cannot be excelled in completeness by any bicycle factory in the country. They are busy at work making tricycles for the coming season. The boys' machine is a new departure in way of manufacture by this firm. This, together with their improved wheels for 1888, will have our attention as soon as the company can give us particulars.

WHAT a peppery, cantankerous laddie that contributor to the *Spectator* is, to be sure. He snaps and snarls at Wells and Rogers, and his "glum contemporary" (that's we uns), because, forsooth, we have not that abiding faith in Greenwood's ability to climb Corey twelve times on a bicycle without a dismount. Who is he, anyway? And why does he not take something that will cure dyspepsia? By and by we shall be required by this little pepper-box to submit our opinions for his scrutiny before we will dare to express them in print. Again we ask, who is he? What is his name, and when did he escape? We have heard him alluded to as "the most unpopular cyclist in St. Louis," but for the life of us we can't recall his name, even if we ever heard it.

CYCLISTS BEAT THE COWBOYS.

We append below the summary of the recent race at Birmingham, England, between three cyclists and two cowboys. We take our table from the *Cyclist*: Six days' race, eight hours per day. Cyclists—R. Howell, W. M. Woodside and C. Terront (1); total mileage, 804 miles 4 laps. Cowboys—Marve Beardsley and Broncho Charley (2); total mileage, 795 miles 6 laps. Victory for cyclists by 8 miles 7 laps.

DAILY SCORES.

	CYCLISTS.		COWBOYS.	
	T. n laps to the mile.		Nine laps to the mile.	
	MILES.	LAPS.	MILES.	LAPS.
Monday, - - -	141	1	135	4
Tuesday, - - -	135	6	132	7
Wednesday, - - -	128	1	131	2
Thursday, - - -	125	0	127	6
Friday, - - -	132	0	133	0
Saturday, - - -	142	6	135	5
Total, - - -	804	4	795	6

Individual scores: Cyclists—R. Howell, 270 miles 2 laps; W. M. Woodside, 267 miles 4 laps; C. Terront, 266 miles 8 laps. Cowboys—Marve Beardsley, 400 miles 3 laps; Broncho Charley, 395 miles 3 laps.



NO VICTOR TEAM FOR 1888.

To the *Cycling Public*: We beg to announce that we have "retired from the path," and shall hereafter leave to the amateur all the glory that is to be won in that arena. We now feel that the state of things which has existed in this connection has been and can be productive of no benefit to any of the parties concerned, and our present action is the result of this conviction. We have proved our ability to make wheels capable of being ridden as fast as the fastest. Ours were the first American wheels to hold world records, and we have at times during the past three years held more world records than any other one make.

As regards "records" made outside of competition, they are a standing jest among wheelmen, and are accounted more wind than record. It is evident that the riding public believes that attempts are being made to impose on it in the matter of "records" made only on paper. It has been said that there are riders who require only to know what is desired, and straightway there is forthcoming a "record" built to order, regardless of conditions or possibilities.

In the great Clarksville race, where was fought the greatest

wheel battle ever seen in this or any other land, the Victor was found at the front, taking both first and second places. Such contests alone are of value in deciding the merits of different wheels. We propose hereafter to spend our coin in making machines, not in paying riders to show them. We are the first to take this stand, and expect to be the last to recede from the position so taken.

Very truly yours,
OVERMAN WHEEL CO.
A. H. OVERMAN, President.

ON THE TURF AGAIN,

OR, CYCLING AT 4 BELOW ZERO.

AFTER all, a sporting life is a pretty good one, and has its peculiar charm, nor necessarily a fleeting one, if indulged in quietly and without ostentation. Trade was quiet the other day, sort of a lull after the rush, and I chanced to drop into Jags' office, with no other purpose than to absorb a little of the calorific from his stove, and anything else absorbable he might happen to have laying round, when I was startled by the following bold and remarkable proposition:

"I'll tell you what I'll do with you," said Jags. "We'll work Corey to lend us a tandem, strap on a couple of guns, a camera and some (I think it was) cold tea, and start out on a great combination cycling, hunting, photographing expedition, and make a day of it to-morrow. What do you say?"

I gazed at him a moment, lost in amazement at the audacity of the scheme, until a clinker in the stove between us fell with a dull, sickening thud, and recalled my scattered faculties.

"What," said I, "cycling in this weather, and fifty pounds of luggage to carry! Why, man alive, we'd freeze to death and wouldn't get so far as the Milldam; are you crazy?"

"Never you mind about that; I'll guarantee we don't freeze, and I know a man who has a friend who saw some sparrows out back a ways last year, and they may be there yet, and we stand a good show of getting one of them."

"Well," said I, "that is pretty good shooting for hereabouts; I guess I'll go with you, though I suppose you will get on the back seat and soger on me all the way (and, sure enough, he did). But how about business?"

"Oh bother the business, let it take care of itself a day, mine will. Here Whiskers! (calling the striker, who was hard at work tickling the office cat's nose with a corn wisp,) if anyone comes in to see me to-morrow, just tell 'em I'm at the mill for all day, and if a man comes in for five pounds of coffee, mix up three pounds of those ground peas, two and a half of chicory, and a handful of those Rio sweepings in the safe, but get the cash first, 38 cents a pound."

Whiskers nodded understandingly, with a look which showed that he had mastered the great underlying principles of business, and a little later, having made all necessary arrangements, we parted to rendezvous in the morning at 7 A. M.

"Great Solomon Mosicks!" was my involuntary exclamation when awakened by the fiendish racket of my alarm clock at 5:30 A. M. I shivered and clawed for another blanket. "It's froze up solid, and I've got to get up and go out and ride a tricycle. What a confounded fool I was to get roped into such a scheme, anyhow." Realizing, however, that it was too late to back out, I up and dressed in two consecutive suits of clothes, breakfasted and was shortly en route, via horse car, for Cambridge, our starting point.



THE START.

This is how we looked when we started. Wish I had a picture to show how the drivers and pedestrians looked at us, as hurrying by with collars turned up and ruddy noses, they stared as though they considered us two escaped lunatics from Somerville Asylum. But it

was soon our turn to gaze pityingly at them, for though obliged to dismount and stamp our feet once or twice, we soon had to remove outer clothing, and transfer it to the luggage carrier, as we sped along through Medford and Malden. Take my word for it, skeptics, it was great stuff, too, for no sooner had the cold of the morning air succumbed to that of the heightened circulation from the exercise, than we minded it no more than a summer's breeze, the only drawback being that Jags would persist in calling out to every female as we passed, "Nice little girl! What's your name?" much to my mortification. Pretty soon we struck out in way back somewhere, and selecting a promising-looking estate, we proceeded to work it.



WORKING THE FARM-HOUSE.

This is how we did it: Wheeling up the driveway, and dismounting, we approached the door, knocked, and waited until it was opened by the hostess, whose appearance was the signal for our opening ode, rendered by Jags in a penetrating, *pot-pourri* tenor, aided by my own robust *mayonnaise* baritone:

"Oh, missus, won't you please to give us something to eat;

A piece of bread and butter, and a slice of nice, cold meat;

Some custard pie and pudding, for to make it all go right;

For we are so awful hungry, and we've got to ride all night."

Followed by the refrain:

"For we are two bums, two jolly old bums;

We live like royal Turks.

When we have luck in striking our chuck,

Lord help the man who works."

Moved to tears at our touching recital, the good lady set 'em up in great shape, and we were soon feasting from a bountiful supply of those good old New England dishes, *Pate de fois gras*, *Beccassine*, *Beans*, *Marons glacés*, etc., etc.

"Now for the chase," quoth Jags, helping himself to the ninth consecutive glass of *Perrier-Jouet*. "Get your cannon and follow me."



THE CHASE.

This is not an essay on gunning, and I will not attempt to describe how we were chased by a ferocious dog which we were about to capture for a bear, and *bear-ly* escaped with the seats of our trousers; how we tumbled over the partridges, rabbits, crows, etc., and also tumbled over the ground, finally returning when game bags would hold no more.

After photographing the scene of our raid, we packed up, and were off again a dozen miles, or so, further, springing numberless "gags" on the inhabitants, and receiving in turn various compliments (?) as to our appearance, and solicitous inquiries as to whether we were not cold. An hour at a comfortable hostelry for oysters and cigars, and we were homeward bound, arriving at night-fall, having demonstrated that there was yet some novelty in the sport of cycling, by riding sixty-two miles with fifty pounds of luggage, at a temperature below freezing, and actually deriving considerable fun from it, too.

To anyone who is supposed to doubt the accuracy of the accompanying illustrations, we are prepared to crush his skepticism by producing the machine and the camera. What further proof needed?

SMUG.



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ONE of the arguments used against the rear-driving safety is that the element of danger is wanting to make the enjoyment of riding absolute, and they go further, and assert that the benefits to be derived from cycling are partially neutralized by the non-danger element. We protest against this view of the case, and positively aver that the absence of danger in any sport has naught whatever to do with the health-giving or life-prolonging tendencies. The anti-safety cranks had better stop arguing if they cannot find any better foundation than the danger question.

HOWARD A. SMITH & Co. have finally decided to open a store in Orange, for sale, rental and repairs. The new store will be opened in a very short time, and then look out for breakers.

A LECTURE, "Recollections of American Travel," was given Jan. 4th, at the Stanley Cyclists' club house, London, by Mr. William Goddard. The lecture was illustrated by magic lantern slides, and was divided into three heads, viz., 1, Liverpool to New York; 2, New York to Cincinnati; 3, Cincinnati to New Orleans.

HAVE you sent your name to the Overman Wheel Co. for addition to their permanent mailing list, from which lots of matter of interest to wheelmen will be addressed during the coming year? Better do so. It costs only a postal card, and you couldn't invest a cent more profitably.

In view of the following fact taken from the *Item*, would it not be well for the cyclists to take vigorous action towards excluding equestrians from the Park, on the ground that their presence is apt to disturb the nerves of the wheelmen? "During 1887 the cyclists who availed themselves of the riding grounds of Fairmount Park far outnumbered the equestrians who sought exercise and health in our fine city pleasure ground."

WE are informed that the Overman Wheel Co. have made the establishments of Messrs. A. G. Spalding & Bros., New York and Chicago, special houses for the handling of their goods, and made arrangements by which agents regularly appointed by the Overman Wheel Co. may obtain their goods from either of these points at same rates as if ordered direct. This will at times greatly facilitate the business of agents. These arrangements do not in any other way affect the relations between the Overman Wheel Co. and their agents.

THERE is not a better or more favorably known cyclist in the East than Mr. W. S. Doane, so long connected with Messrs. Stoddard Lovering & Co., and we are sorry to say that the East is about to lose him, he having accepted a position with Mr. C. T. Stokes of 293 Wabash avenue, Chicago, to represent the Springfield Roadster. Mr. Doane will travel over a territory comprising Northern Illinois, Iowa, Indiana, Wisconsin, Dakota, Nebraska, and part of Michigan. The Springfield Roadster people are to be congratulated on securing the services of so well-known and popular a man as Mr. Doane. The territory named will be well covered by him, and we wish him all success in his new departure. He left for the West to-day, the 20th.

THE New York *Clipper* Annual for 1888 is out. We naturally turn to the cycling record department, and find it carefully revised up to a late date in 1887. Some of the latest records are not in, but it is the most complete table up to date. This annual is one of the most valuable publications issued, and those who want a complete record of events and performances in all branches of sport and amusement cannot afford to be without a copy. Frank Queen Publishing Co., 88 and 90 Centre St., New York.



THE SURPRISE COLUMBIA TRICYCLE.

PRICE, with "Double-Grip" Ball-Pedals, \$150. With "Double-Grip" Parallel Pedals, \$145.

BRIEF.—32-inch driving wheel, 26-inch front steering-wheels. Endless moulded rubber tires, 1 inch to driver, 3-4 inch to steerers. Crescent felloes. 44 and 24 direct spokes, No. 11 1-2 wire, with both ends enlarged. Folding frames of seamless tubular steel. Tubular driving-wheel forks. Wallace dwarf steering-heads. Adjustable handle-bar steering. Hollow curved handle-bars, adjustable for height. Vulcanite handles. Adjustable plunger brake. Adjustable crank-and-chain driving-gear. Wallace sprocket-wheels. Ewart forged-steel, detachable link chain. Detachable Knous cranks. Columbia "double-grip," rubber ball-pedals. Columbia adjustable ball-bearings all around. Adjustable L seat-rod. Harrington cradle-spring. Knous adjustable saddle. Dust-shield. Tool-bag, with B. & S. monkey wrench, screw-driver and oil can. Width over all, open, 39 inches; folded, 29 inches. Gear 48 1-5. Weight all on, 73 pounds. Finish, enamel, and nickel tips.

There has not been a more opportune time than the present season to offer to the public such a tricycle as the Surprise, with its advantages of construction and price. The benefits and pleasures of tricycling are beginning to meet with a more substantial appreciation than ever, and the number of riders is very rapidly increasing: not only among gentlemen who desire to secure as great a degree of safety as possible, but, what is of greater interest and of more moment in its effect upon cycling in general, among the ladies. For the use of ladies especially, a tricycle with unobstructed front, admitting of an easy and quick dismount, has its advantages, and on this account, as well as others, the Surprise will be found well suited to their wants.

FOLDING ARRANGEMENT.—An important feature of the machine, made possible by its general form of construction, with two front steering-wheels and single rear driver, is the folding arrangement by means of which the running track can be varied in width from 34 inches down to about 30, without a material change in its efficiency, and then folding as shown in the accompanying cut to a width over all of 29 inches, enabling it to go through almost any door, and to be conveniently stored in less space than other tricycles. The tubular steering-wheel arms are pivoted at their inner ends to a strong bracket at the end of the centre tube, and held in the desired position by binding bolts on a semi-circular section of it. At their outer ends are neat spindles, upon which turn the dwarf steering-heads, carrying the wheel shafts.

STEERING.—A lever arm at the bottom of each steering-head is connected by a light rod to a lever pivoted below the main frame bracket, and taking its motion through a connecting rod, with ball-and-socket joints, attached to the lower end of the handle-bar upright. The steering is positive and very steady, and the adjustments are such as to keep it snug in all parts without slack or rattling. This steering arrangement is unique and is of special value in the Surprise, in that it does away with the balance gear. Its absence here is noticeable as well in the effect upon the price of the machine as in its mechanical construction. The best made balance gears are apt to be a source of annoyance, and so in the Surprise the trouble is avoided.

THE FRAME of the tricycle is simple, but strong and comparatively light; made of seamless tubular steel of such gauges as are

best adapted to the various parts and forms, and firmly brazed and jointed together.

WHEELS.—The driving-wheel is made as small as it can be with good practical results for strength and saving of weight, and the steering-wheels maintain a good relative proportion; the sizes and positions of all afford as low a centre of gravity as is desirable, and a good wheel-base for stability. They are made with solid crescent felloes, of good proportion, and pure rubber tires securely cemented in, and direct spokes headed at the felloe and screwing into the forged-steel hub-flanges. They will be found strong and durable; all in all, the best wheels that can be made for the purpose.

BEARINGS.—The wheels, crank-shaft, and pedals are fitted with Columbia adjustable ball-bearings, ensuring even and easy running, and exact adjustment.

DRIVING-GEAR.—The power is applied through the Columbia regular crank-and-chain driving-gear, which stands second to none for effectiveness of working, for strength and readiness of adjustment. The upper sprocket-wheel is a fixed one, being made as a part of the rear hub-flange, and so within the fork and bearing, an arrangement affording strength and durability, and steadiness of action. The lower one is a Wallace interchangeable wheel, admitting of a change of gear to 34 2-5 if desired, bolted to the crank-shaft, which takes its bearings in the bracket carried upon the centre tube.

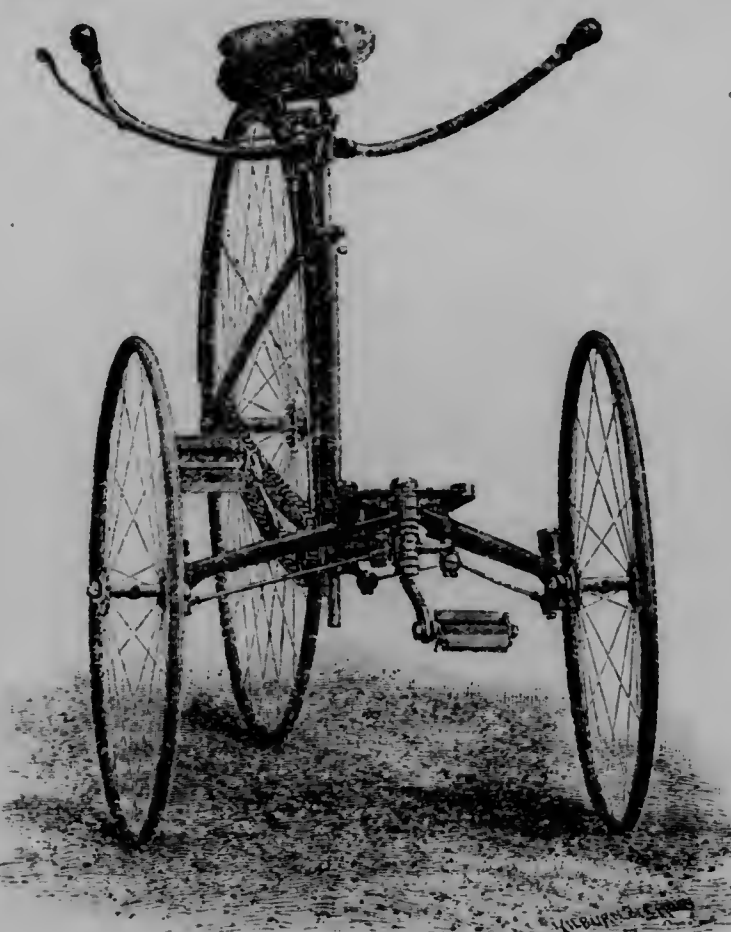
CHAIN.—Is the well-tested and excellent Ewart detachable-link chain.

THE CRANKS are of the modified Knous pattern, as used in the Tandem and Light Roadster tricycle. While the regular length affords a throw of 5, 5 1-2, or 6 inches, longer ones affording a half-inch more throw may be had if wanted.

THE PEDALS will be fitted with "double-grip" parallel pedals if desired, at a reduction of \$5.

THE HANDLE-BARS, of seamless hollow steel, are curved backward to prevent interference with the rider, and then forward, bringing the vulcanite handles to a convenient position, and one affording a good control over the machine. At their inner ends they are firmly bracketed to the top of the tubular spindle passing through the vertical tube of the frame, and adjusting up and down in it.

BRAKE.—The brake-lever is of good length, curved to correspond with the handle-bar, and connected by a lever and adjustable plunger to the brake-spoon, applying directly upon the driving-wheel.



THE SADDLE is fitted on one of their Harrington cradle-springs, the stiffness of which will be suited as near as possible to the weight of the rider, and it is desirable that this should be given in each case. This is adjustable backward or forward upon the seat-rod, which also has an ample vertical adjustment to suit the reach of the rider.

The Surprise may thus be adapted to the requirements of any one desiring to use it, the saddle, handles, and pedals being readily

placed where they will best afford comfort and entire control over the running of the machine. The steering-wheel arms afford secure rests for the feet in coasting. Light shields over the chain and driving-wheel gear serve to protect from contact with these parts, and prevent dust and mud from being thrown upon the rider.

While a decided departure in principle and appearance from any other machine that has ever yet been made to any extent, the many good qualities and advantages of the Surprise insure its success.

It is well made, and handsomely finished.

A RACE between teams consisting of Prince and Whittaker, and Knapp and Dingley, is likely to take place in Minneapolis at an early date.

WHEELS FOR 1888.

Our Bicycle Catalogue for the season of 1888 is now ready to be mailed to those interested.

ALL GRADES, ALL SIZES, ALL PRICES.

Those contemplating a purchase will do well to examine what we have to offer.

AGENTS Especially should carefully study our line before contracting for their season's supply.

FACTORY AND OFFICE,
784 to 794 Madison St., CHICAGO.

St. Nicholas Mfg. Co.

Second-Hand Wheels,

Bicycles on Easy Payments.

Bought, Sold and Exchanged. Send for Second-hand List and our large Illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



LOOK AT THIS OFFER! IT CANNOT BE BEATEN! THE WONDER LITHOGRAPH.

PATENT APPLIED FOR U. S.

Is superior to every duplicate process extant in perfection of print, rapidity of execution and cheapness of operating expenses; brings the art of lithography with astonishing simplicity within the reach of everybody.

"AN OLD ART BY A NEW METHOD," ELEGANT, FASCINATING, PERFECT. Highest references from leading Railroads, Universities, etc. Professional Lithographers pronounce the work done by the Wonder Lithograph equal to their own.

THE WONDER LITHOGRAPH CLAIMS:

1st, Special knowledge or ability is not needed.—2d, The number of copies which can be taken (400 per hour) from one negative is absolutely unlimited.—3d, Printing is done in indelible jet black, or any other color or combination of colors.—4th, Printing can be applied on any kind of paper, metal, glass, linen or any other material on plane or curved surface.—5th, Originals can be very easily corrected or altered at any time, even during printing.—6th, Expenses of operation are so small that after a short time the Wonder Lithograph is cheaper than any other instrument.—7th, The Wonder Lithograph duplicates any style of writing, sheet music, crayon designs, architectural and mechanical drawings in perfect fac-simile.—8th, It is the only method known that duplicates Typewriting satisfactorily.—9th, It is the only practical method by which copying can be done in solid, continuous lines in indelible ink.—10th, In short, anything done by the lithographer can be done on the Wonder Lithograph.

List Prices.

No. 0.—Printing surface 6x9 inches,	\$15.00
No. 1.—" " 9x12 " " "	\$18.00
No. 1.—" " 9x14 " " "	\$20.00
No. 2.—" " 14x18 " " "	\$27.00
No. 3.—" " 18x24 " " "	\$36.00

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No. 3, " " " " " "	\$28.00

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Each complete apparatus consists of lithographic stone, elastic plate, ink-roller, transfer-roller, bottle of fluid, bottle of ink, tube of printing ink, ink plate, pumice stone, and complete directions, all put up in a neat varnished box. Extra bottles of writing ink, 50cts.; extra tubes of printing ink (black, red, blue, green, etc.) 75cts. each.

Single Stones, 6x9, \$3. 9x14, \$6. 14x18, \$8. Special sizes made to order. Typewriting ribbons, \$1 each.

DESCRIPTION OF OPERATION.

Write or draw the original with our ink on the lithographic stone in the same way and as rapidly as on paper. Cover the stone with our special liquid, and put printing ink on with a roller. The color will adhere only to the writing on the stone. Press elastic plate lightly upon the stone, and the perfect negative of the original will appear upon elastic plate from which the copies are taken. One inking of the stone is sufficient for 10 or 12 copies, and by re-inking it any number of copies can be taken. Where drawings on paper, or typewriting, are to be copied, special ink or ribbon will be furnished. A minute's rubbing with pumice stone in water serves to prepare the lithographic stone for a new drawing. All parts of the apparatus are practically indestructible.

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BOSTON, 27 JANUARY, 1888.

Volume XVI.
Number 13.



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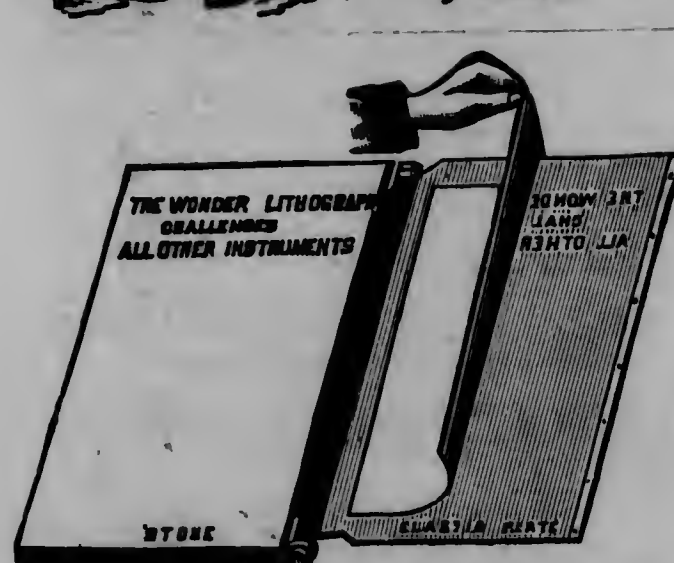
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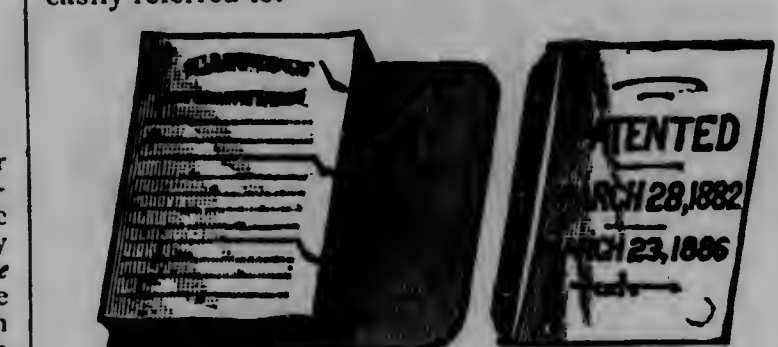
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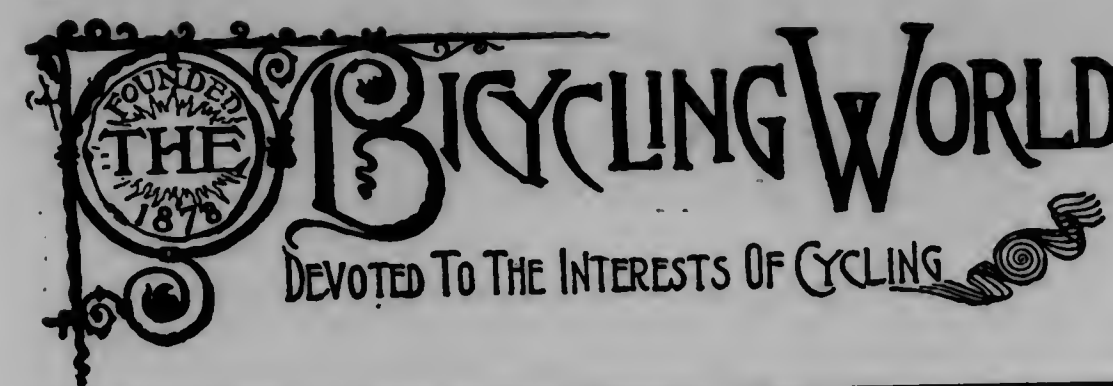
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12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 27 JANUARY, 1888.

IT will be noticed by our readers and advertising patrons that we have commenced on our trade articles. We must ask all to bear with us if we do not cover the ground in one or two issues. We shall for the next two months devote a good deal of space to letting our readers know what is new in the cycling line. Every novelty will be treated on before the season opens, and all we ask is a little patience from readers and those who are in the trade. We shall serve the good things as fast as space and our ability will admit. In the meantime we refer our readers to carefully read our trade articles if they would not be left through lack of knowledge when the season opens. This week we have a talk with Mr. Yost of the Springfield Bicycle Co. We give a description of Gormully & Jeffery's new rear driver, the "Rambler," and the Overman Co.'s Light Roadster. In the last three issues we have described the Pope Mfg. Co.'s new machines. By all means read our trade articles and keep posted.

THE determination of the League's officials to establish the organization upon a working basis meets with general approbation. That there is need of some change is generally recognized among the rank and file, but it is more than gratifying to know that the officials also realize that the League has arrived at a stage in its existence which requires a greater attention to practical work in carrying out the objects for which the League was formed. We hope that any scheme which may be adopted, will provide for a more general representation of different sections at the officers' meetings. We recognize the fact that the distances here are so great, that a plan which might do very well in a smaller country is entirely inadequate for our national organization. Many of the gentlemen who are taking the initiative in the proposed changes are familiar with the League's needs, and we feel assured that they will make every endeavor to re-organize on a basis that will allow the League to keep in touch with cycling needs, and arrange for prompt action when necessary. The League is to make a new departure of a radical nature, and we can only hope that whatever plan is finally determined upon will meet with universal approval.

FRED S. HITCHCOCK, of the Lynn Cycle Club, whom the *Item* recently announced as on his way home from Colon, has secured the position of Assistant Electrician, at a good salary, to the Panama Railroad, and is now located at Panama, across the isthmus. He intended to sail for home Jan. 5, but the Panama Company got hold of him and offered him inducements to remain, and so he staid.

LOAFING.

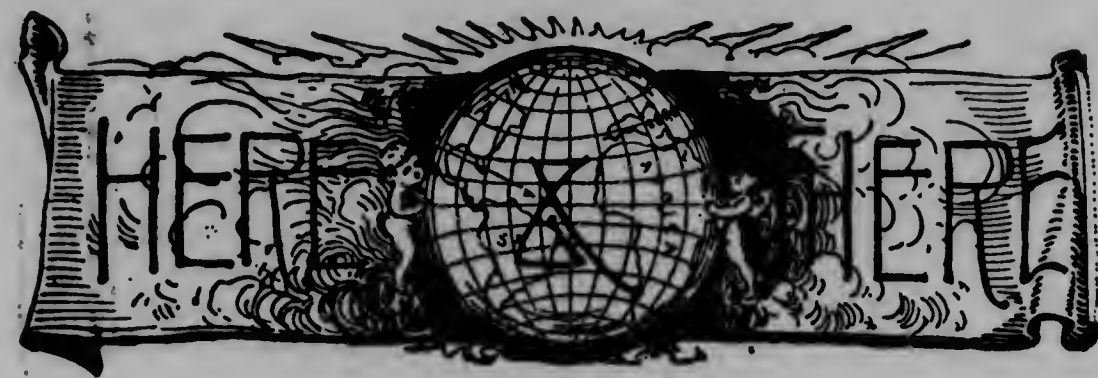
"It is really amusing the opposite and contradictory views expressed by pressmen on the subject of 'loafing' on the track. Geo. Lacy Hillier, who was, and still is, one of the fastest men on the path, and who, notwithstanding his dogmatism, is an undoubted authority, urges in *Bicycling News* that a racing man should ride according as his judgment directs, and use every effort, both of mind and body, to win. *BICYCLING WORLD*, the leading American weekly, combats these views in language perhaps more forcible than polite, and argues that a man should ride 'all out,' and that it is unsportsmanlike to 'wait,' or, as the Americans style it, 'loaf.' As a racing man of several years' standing, and as one who has competed in nigh two hundred contests, and whose usual tactics are to ride straight away from start to finish, we think we are in a position to offer an opinion. We agree and disagree with both of our contemporaries. Both have gone to opposite extremes. A man utterly devoid of intellect cannot be a successful racing man. The judgment must help the muscles, and where men of equal calibre meet, the man of superior intellect is bound to win. Every racing man should do his best to win, and to this end should put forth all his powers of mind and body. So far we agree with Hillier. But, on the other hand, waiting races, as we have seen them in England, are a disgrace to the sport, and detrimental to its best interests. We don't for one moment wish to urge that a man should put down his head, and cut out the pace from start to finish at his best speed; but we do think that in long races no man should let his judgment so far get the better of his sportsmanlike feeling as to crawl round at a funeral pace for mile after mile. Each man should make a point of taking some of the pacemaking, cutting it out hot or otherwise, according to his judgment, but never allowing it to sink to a mere dawdle. It is the example of one or two cracks, who persistently refuse to make pace, and who will almost get down and walk rather than do so, which has made 'waiting' so fashionable in first-class scratch events. It is hard to expect one or two men to sacrifice themselves, and we really think some means should be adopted of compelling each man to do portion of the donkey work in long races, and for a good pace to be maintained throughout, always, of course, leaving plenty of margin for jockeyship—in the good sense of the term—and the full use of the judgment. Personally, we have suffered from these waiting tactics, and have even, on some occasions, been forced, unwillingly, into the ranks of the 'loafers.'"
Irish Cyclist and Athlete.

THE meeting at Buffalo this week of the Executive Committee of the L. A. W. will be an important one, as in a great many vital points the re-organization of the League will receive attention, so that recommendations can be made at the officers' meeting in New York next month.

WE were shown The Souvenir Book of the Ladies' Cape Ann Tour of 1887. It has a handsome water-color frontispiece, and contains the letter press as published in the *WORLD*, describing the tour. The photographs, some two dozen in number, were taken by Mr. Stall, and show the different members on their wheels, groups, and scenes along the way. The water views of the cape were particularly fine.

WE were with our associate editor the other day, strolling along the street, at peace with all mankind, having just disposed of a good square meal. We were expatiating on the beauties of some of those old-time high hall clocks, and expressed a desire to possess one for use and ornament in one of the numerous passage-ways of our palatial mansion. "Yes," quoth our associate, "I always knew you were fond of a high old time." * * * The stars preceding this paragraph denote the crash and oblivion, and when we came to we heard the hospital doctor say, "His mind may not be permanently affected after all." 'Tis well, but there is murder in our heart, and it bodes no good for our associate when next we meet.

AT the residence of the bride's parents, No. 1203 Stout street, Denver, Col., January 14th, Mr. W. L. Van Horn and Miss Alice M. Knapp (sister of W. F. Knapp) were united in the bonds of matrimony. The ceremony was impressively performed by Rev. Dr. Moore, in the presence of the near relatives of the bride and groom. The bride wore a very becoming travelling suit of light drab. The happy couple departed on the Burlington train at 10 o'clock for Chicago and other Eastern cities. The bride, who formerly resided in Cleveland, Ohio, has been a resident of Denver about three years and has a large circle of friends who wish her much happiness. Mr. Van Horn is an energetic and well-known young business man of this city, and is a cyclist of renown. The "boys" all congratulate him on his latest conquest. Mr. and Mrs. Van Horn expect to return to Denver about February 1, and will be at home to friends after that date at No. 27 Third avenue, West.—*Denver Republican.*



"GENTLEMAN JOHN." AT LARGE.

NEW YEAR'S DAY in Scotland (as Kennedy-Child can tell you) is a day of great drinking. Every "other" man seems to try his level best to drink up "all the whiskey." He is not satisfied with an ordinary sore head; he wants to be carried home insensible. It is a common trick to take a comrade to the door of his residence, prop him up, and after ringing the bell violently, make an ignominious escape before the poor old wife or mother makes her appearance. This is the programme, if there is anyone sober enough on a New Year's night in Scotland to run very far or to assist a comrade home, when every one is sufficiently full of patriotism and has got tired of singing "Auld Lang Syne" (a song, by the way, in great vogue, and, pardon me, growing in popularity with inebriates), or "Comin' Thro' the Rye," or "For He's a Jolly Good Fellow," or "My Wife's Gone Crazy 'Bout the Jubilee," or any of the many choice sacred songs which people who are "na fou but unco happy" sing on a New Year's night in Scotland. And it is a great mistake to suppose that all Scotch whiskey is a high order of the poison; it is not. On New Year's Day there is a kind of "whiskey" sold over the bars which would kill an "Owl" or a "Raven," or any of the case-hardened creatures that write over fanciful *nom de plumes* for the cycling press, if they even smelled it. It is regular "record" whiskey, and makes people feel like getting up on a monument pedestal and telling the world that the editors of the WORLD and G. L. Hillier had agreed not to square off at each other for the time of twelve months, which shows that there are some men in the world who have not a little of the Rider Haggard talent in them, which only needs a few facts upon which to found a ghost or a fish story.

BUT I was speaking of the whiskey. The brandy frauds have become a common topic of conversation. Mare brandy has become very scarce, most of what is sold being mixed with beet-root or cheap German spirit. Very often these latter are sold as Cognac, without any mixture at all. This is generally understood in France and Germany, and most people know what they are buying, and can take care of themselves, but extreme frauds are being carried on at the expense of English buyers of French brandy, who do not know so much about it, by sending over from this country as cognac spirits of an inferior and unwholesome character, made from potatoes in Germany, and which, if any one cared to drink it, they might do much better by buying themselves for what it is, and at its proper value. If this stuff were sent direct to England from Germany it would be suspected, and therefore the fraud is carried out in the following manner: A firm engaged in the brandy trade in London will have a branch house, or perhaps an agent, at Hamburg or some other place where this potato spirit is made. They do not send it direct to England, but get it sent to Bordeaux, or some other French seaport in its proper character, and apparently for consumption in France, but in reality with the object of concealing its origin, and enabling it to travel by land to the districts where cognac is still produced, and thence to some port well known as an export for brandy, whence, after a more or less long stay, it is sent over to the house in London as "cognac"; and great stuff it is, too, and makes people feel patriotic (at least I should naturally suppose it does).

THE Irish whiskey is enough of itself to account for the fact that Ireland wants "Home Rule." A man might want the moon or the earth or any other little thing if he'd only just drink a little too much of it. A man drinks the juice of old Kentucky, and he feels like putting his pants inside his boots and attending somebody's funeral and "painting things"; he drinks "Irish whiskey" and he wants "home rule" and some more whiskey; he drinks "Scotch lightning" and he sings "Auld Lang Syne," and makes himself comfortable under the table; but he drinks one of the thousand light drinks, he remains in full possession of his senses, of his money, and his character, and is just as much (?) respected as the fellow who is so dreadfully patriotic.

THERE is not a bad story told about a Scotch minister in the

Highland, who was entertaining a great many bachelor friends in his simple Celtic fashion at his "manse." The hour was late, and his old housekeeper came to him and whispered in his ear that it was simply impossible to find sleeping accommodations for use of the bachelors present. "Hoot, toot, Meg," said the old servant of God. "Gie them plenty of good Scotch whuskey, and they'll find beds for themselves."

It must not be for one minute supposed that all Scotch ministers are like this one. No. It would be better if there were more like him, with a little more sense of humor, and some of the milk of human kindness in them. Any one who has sat for two hours in a cold Scotch "kirk," and heard an unbending Calvinist of a Scotch minister preach "eternal brimstone," until the old men in the congregation dropped off to sleep, and the "bairns" threw spitballs at each other or yawned at the close of each of the minister's carefully worded sentences—any one, I repeat, who has done this, will admit that the man got a *voce bit fou himself* was better than the pyrotechnic artist who spends his life in trying to make people believe that the life which is to come is to be a grand "Fourth of July," with lots of "red eyebrows and powder-burned fingers."

hat

han

WHEW! Cycling, with the mercury at zero, and the wind howling at the rate of 25 miles in 61 1-5 minutes! Not much fun on the road. But what's the use of mentioning "zero," when I suppose in the "city of culchaw" you think it simply cool? But just bear in mind the fact that we seldom have it as cold as that, and you'll see that when it does get down to and under the mark we feel it; and then to have that New Orleans "Bi." ask if we call this winter. Why of course not, we call it summer, just to keep our marrow from freezing.

ORATON HALL is well patronized by beginners just now.

THE Union County Wheelmen have lost a good man in the person of Tommy Burnett.

OUR Newark Polo Club went to pieces last week, having lost money right through. The Sing Sing team has been brought here to take its place, and will probably hold together about as long as the local team did.

THE concert given by the Columbia College Glee Club in Library Hall, Bloomfield, last Friday evening, was attended by a big crowd, and a fine little sum was thereby netted to the Bloomfield Cyclers. The programme was a carefully selected one, and all the parts were well rendered.

AT the request of the Bloomfield Township Committee, Town Counsel Richard is preparing a new ordinance forbidding the riding of bicycles on the sidewalks of the town. It would not be a bad scheme to spend a few dollars in repairing the beastly roads for which the town is notorious.

THE *American Wheelman* makes very nice little offers to Mr. Wells and Philadelphia riders, and now is the time to see if there is any grit in the "Quaker City." If Philadelphia can furnish grit enough to balance the blow of St. Louis, she is deserving of credit. Natural gas seems to be plentiful in the latter place.

THE *Wheelmen's Gazette*, under its present management, has made a change in tone regarding the amateur question, which will undoubtedly make Mr. Ducker feel sad—awfully. But, allee samee, the abolishment of the whole amateur business, and adoption of class racing and time limit, will, in my opinion, be only a question of time.

PITTSBURG and VICINITY.

"DUQUESNE."

THE whole town is training a little on the quiet, and away down in quiet Beaver Falls it is much the same. They say that Crichlow has a complete gymnasium in his house, and will be in elegant shape (when the season opens) to knock out all aspirants for fame on the road or track. There are no flies on our John, and no dust on his spectacles either; he keeps too near the front for that.

COLEMAN, the child-poet, will ride a 45-inch wheel this year. He says that the coffee-mill is the machine, but poets are always impracticable fellows anyway. How should they know.

W. H. GILLETTE, the "wheelmen's actor," held the boards last week at the Grand Opera House. On Saturday evening, the 21st, Messrs. Seidell, Bean, Coleman, McGowin, Sticfel and Smythe occupied a box. They enjoyed themselves hugely, and would like to do it again this week.

T. B. LEE has amateur photography on the brain. He caught it from Seidell, who is a "photo-maniac." By the way, Seidell has the largest collection of cameras in the city (among amateurs), and wants to get rid of a detective camera and invest the proceeds in handle-bars. At present he only owns three, and wants to add one more to his collection. Card rates, Charles, fifty cents a line.

BANKER is thinking seriously of opening a store in the central part of the city about April 1. I hope he will, and predict success in case he does. This will give the boys a good "loafing place," and a fellow generally buys where he loafs. A bicycle store will be a genuine novelty in this town. Heretofore bicycles have been side issues, and only handled as auxiliaries to other branches of business.

RECORD OF THE WEEK.

OUR usually sweet-tempered but enterprising friend of the *Spectator* waxed funny over our Amazonian travellers. Is there anything very strange about a couple of gentlemen of means and love of travel taking a trip up the great river? We don't pretend that we pay expenses, but we have made arrangements whereby the personal experiences on the Amazon will be served to our readers, the sweet-tempered *Spectator* man to the contrary, notwithstanding. Thomas Ingoldsby is the only one who describes the look of our *Spectator* cherub on reading that we had a couple of correspondents going up the Amazon:

"Astonishment, horror, distraction of mind. Rage, misery, fear, and ill-temper combined; Lip, forehead, and cheek—how these mingle and meet; All colors, all hues, now advance, now retreat—Now pale as a turnip, now crimson as beet! How he gasps in his seat in attempting to rise; See his veins, how they swell! mark the roll of his eyes! A swindle by —!" what I decline to repeat. 'Twas the name of a bad place for mention unmeet. Then, oh! what a volley! a great many heard What followed from his lips, and 'twere really absurd, To suppose that each man was not shocked by each word."

W. A. ROWE is now in his 23d year of age.

PARISIAN tradespeople use the tricycle extensively as a means of delivery.

THE pioneer rider of Lynn, Mass., was Mr. E. S. Freeman. He commenced riding in 1878.

PROBABLY June will be the month during which the next League meet will be held in Baltimore.

THE *Wheel* tells us that Mr. A. B. Rich will marry a Boston lady, and retire from the racing path.

IN some parts of Germany it is not an uncommon thing to see women doing duty as road menders.

MUNICH, Germany, has the largest number of cyclists of any city in that Empire. It boasts of 1500 riders.

THE drives of Fairmount Park, Philadelphia, were used nearly 25,000 times by cyclists during the past season.

MR. GEO. R. BIDWELL was in Boston last week for a few days on private business, and incidentally on League affairs.

THE Executive Committee of the L. A. W. meet in Buffalo this week; too late for us to get any report of for this issue.

NOTWITHSTANDING the increasing cycle manufacturing interests in Germany, the English machines still hold the lead in trade.

MR. EHLERT to whom it may concern: "Mr. McCurdy is a square hippodromer." That is a curious combination, isn't it?

THE Lynn *Bee* prints an excellent likeness of Rowe, and devotes nearly half a page to cycling history of records and celebrated racing men.

FOUR of the leading papers of Paris, *Le Matin*, *Figaro*, *Gil Blas*, and *La Lanterne*, use the tricycle extensively in the delivery and distribution of their papers.

JACK KEEN says he has invented a pedal that will make slipping an impossibility, and at the same time it will not hold the foot in case of a header or when dismounting.

THE little pamphlet issued by Senator Morgan, giving brief sketches of the members of his team and of Broncho Charley and Marve Beardsley, is an exceedingly interesting production.

WE hope to see the officers at the New York meeting take some decided stand looking towards the establishment of a Road Im-

provement Association, and that the League will hereafter make every effort to secure legislation, whereby the present systems may be improved and better highways result.

MR. WELLS says he means business, and will meet Greenwood on one of the DeSoto Hills, on Eagle Rock, or perhaps on Corey Hill. The details will be arranged by a Western friend of Mr. Wells'.

THE correspondence in the Whittaker-Roe-McCurdy affair will become as celebrated in cycling history as were the Fisher letters in the last Presidential campaign. Writing is a bad habit sometimes.

BOB EHLERT of Chicago has got into deep hot water because of his mix-up in the McCurdy-Roe-Whittaker affair. 'Tis said that Mr. Ehlert will leave Chicago in consequence of the unfortunate affair.

THE December number of the *American Wheelman* is still one lap behind old Father Time. If late, 'tis good. The "New Year's Vision" and the "Gifts from Santa Claus," being very clever indeed.

FRED WOODS' friends have raised a purse sufficiently large to pay his expenses home to England. The money was sent him a few weeks ago, and so now we expect to hear of Fred's return to Old England once more.

THE millenium has come!! Mr. Wells speaks words of praise for Mr. Bassett. Now if Hillier will only speak a pleasant word for America and Americans, we will at once put on our ascension robes and be all ready to go.

LATEST advices show that the chances were slim for a match between Kaufman and Maltby for the trick championship of the world. Our cablegram announces that the latter has left for America, hence we opine that the match is off.

IN reply to our sweet-tempered friend of the *Spectator*, we would say that "Linneus" is not on a strike, but will give us semi-monthly letters until spring bursts the bonds of the cruel winter; then we shall hope to have Linneus with us every week.

WE wish to congratulate the editors of the *Wheelman's Gazette* on their January issue. A brighter or more readable number never came out under its heading. The illustrations are good, and the reading matter is fresh, crisp, humorous and clever.

JULES TERRONT made very good time at the 100-mile race in Birmingham, England, last month. He covered the distance in the excellent time of 5.58.40, within about 7 minutes of the best in-door English record. Dingley holds the in-door record at 5.22.25.

THE Holyoke (Mass.) Bicycle Club are agitating the question of building a bicycle path from their city to Northampton, a distance of nine and one-half miles. This will be a good thing if carried out, as the only time we ever passed over that route we found the walking most excellent.

"THE editors of our esteemed contemporary, the BICYCLING WORLD, invites us to join forces with them, and fight for class racing and time limit and 'nothing else,' that the dead sport of bicycle racing may be revived. We are willing to do all we can to revive a dying, not dead sport. But here is a brief summary of our views of the treatment: There should be four official handicappers in different sections of the country, instead of the present national handicapper, who is too far off from most race meet centres to be of service. Each competitor in a race should furnish on his entry blank his best record, his last effort and his best handicap effort; the data thus obtained will enable the handicapper to properly classify the men. Let us establish the time limit, if you will; but do not forget the short handicaps, say of one-half, one and two miles. The giving of very valuable prizes should be discouraged; the attempt to make very large profits from race meets should not be attempted; the admission fees should be reduced, in order to attract the public largely and to spread the sport. The giving of so-called grand tournaments should not be encouraged. They satiate, often nauseate the public; the roller skating craze rolled up to such mammoth proportions that it killed itself of its own weight; likewise the polo craze. Let us go ahead in the right direction, and nurture plain, ordinary contests between gentlemen.—*Wheel*."

WHEEL CLUB NEWS.

THE Massachusetts Bicycle Club's annual dinner will be held at Young's Hotel this evening, Jan. 27. Hereafter this club will admit associate members on payment of \$10 yearly dues. Associate members will be allowed all the privileges of the club excepting use of wheel room, and they will not be allowed to hold office.

The Pennsylvania Club of Philadelphia claims to have some of the fastest riders in the State, whether it be on the track or on the road.

The Rockingham Bicycle Club of Portsmouth, N. H., has elected the following officers: President, C. A. Hazlett; Secretary and Treasurer, W. C. Walton; Captain, G. E. Philbrick; First Lieutenant, F. H. Ward; Second Lieutenant, C. W. Gray; Bugler, W. W. McIntire; Color Bearer, H. P. Montgomery.

The following clubs will continue on the list of League clubs for and during the year 1888: New York Bicycle Club, New York City; Richmond Ramblers, Mansfield, O.; Grand Rapids Bicycle Club, Grand Rapids, Mich.; Olathe Wheelmen, Olathe, Kan.; San Francisco Bicycle Club, San Francisco, Cal.; Detroit Bicycle Club, Detroit, Mich.

The Germantown, Pa., Cycling Club has these new officers: President, Frank Reed; Vice President, Dr. C. B. Knerr; Secretary-Treasurer, H. Taylor Rogers; Captain, George F. Craven; Club Committee, first three officers and Frank S. Harris and Edward Paramore; House Committee, Westcott Norman, Charles R. Harley and Charles Paramore.

The Ramblers' Bicycle Club of Buffalo, N. Y., has elected the following new officers: President, John S. Kellner; Vice President, F. A. Barnes; Corresponding Secretary, Louis H. Rathmann; Financial Secretary, C. Wannenmacher; Treasurer, Al. F. Reiman; Captain, John Havenstein; First Lieutenant, Edward H. Dietzer; Second Lieutenant, W. O. Graham; Bugler, Louis A. Schugens.

The Cambridgeport, Mass., Cycle Club has a committee at work arranging for an extended summer tour by the club through Vermont and Canada. It is intended to start from Cambridge, Aug. 12, pass through Fitchburg, Mass., Keene, N. H., Rutland, Burlington, St. Albans, Vt., and Phillipsburg to Montreal, Canada. Here the wheels will be left and a tour of Canada made by train. Returning to Montreal, the members of the club will take their wheels again and return to Cambridge. The trip will take about three weeks.

The Cambridge Bicycle Club held its fifth annual ball at Union Hall, Cambridgeport, Friday evening. Music was furnished for the party by J. Howard Richardson. The attendance was large, although select, there being many guests from out of town. About 100 couples participated in the grand march. It was led by President H. W. Hayes and Miss Alice Dorr of Cambridge. The Committee of Arrangements consisted of H. W. Hayes and Frederick Dorr. Among the special guests of the occasion were Captain A. D. Peck, Jr., of the Massachusetts Bicycle Club; President A. W. Robinson, of the Rovers' Cycle Club of Charlestown; and Dr. W. G. Kendall, of the Boston Bicycle Club.

GENTLEMAN JOHN ON SOME WELL-KNOWN WHEELMEN.

You do not suppose I left New York without visiting some of the wheel notables? Of course I visited Editor Prial of the *Wheel*, and found him a very mild-mannered man indeed. Prial is a young man of say 24 years of age, and has brought the *Wheel* to where it now is by sheer hard work and perseverance. He has associated with him two bright young men, who attend to the advertising and mailing departments of the paper. His office is on the third floor of 23 Park Row, among the newspaper offices.

Mr. Elliot Mason I also met. Mr. Mason is well known in connection with Columbia bicycles, and his office is a favorite rendezvous for the gentlemen of the wheel craft. Mr. Mason is a *sure-enough* enthusiast on all matters pertaining to wheeling.

Whilst I was at Prial's place a gentleman walked in. He was a man whom I afterwards scrutinized very carefully. He wore a dark suit and gray overcoat, and a natty black slouch hat. He had a pair of gray-blue eyes and a short nose full of character, a nose that indicated determination. His face was ornamented by mustache, beard and whiskers. Who was it? Please don't all speak at once! He is a man whom we all know, and ought to honor and help for the good work he has done for us. It was

NO OTHER THAN "KARL KRON,"

who devoted several years to writing his "Ten Thousand Miles on a Bicycle," and will devote (so he says) the rest of his natural life to selling it. Boys, remember that Karl has worked hard for us, and do something for him. His book is a wonderful production. It is not every wheelman who would spend years of terrible work writing a history of roads and wheelmen and bull dogs; not by a D. S. It is only occasionally that you find a man who has perseverance mingled with the milk of human kindness in generous enough measure to enable him to devote years of patient labor to

such an undertaking. Karl is a queer chap. He has never wished to be known to the cycling world otherwise than through his wonderful book; he has avoided at all times parading his person before the wheel public; it knows him only through his work; and Karl is no "George Elliot." He has a good earnest face, the face of a tireless worker, the face of a man who had pitched headlong into a work which he felt bound to see through. But he has always disliked being stared at and pointed out as "Karl Kron." Even in his apartments in the University building in Washington Square he has done all he could to keep the curious from invading his sanctum. "It is easier," said Karl, "to keep a man out than to put him out, and I adopt the same precautionary and preventive policy toward the gaping and simply curious wheelman as I do to those foes of the human race, the average book agent, who, as a rule, is in search of something for nothing."

Mr. Elliot Mason was especially kind, and invited me to come and take a wheel whenever I wished to go for a spin.

I tried to see Frank Egan, the great and only Owl, but as my time was limited, I could not "make it," but shall see him when I return in the spring.

I am much

PLEASED WITH THE EASTERN RIDERS;

they are so much in contrast with some of the would-be "tough" riders of the Northwest, whose ideas of wheeling proprieties are largely those which characterize a cow-boy hoodlum at a "whoop-it-up-Eliza-Jane-dance" on a stock ranche. I have many friends in the Northwest, but I must confess that I have no time for the exhibitions of ill-bred, innate barbarism which characterizes too many Western wheelmen, alas! in their daily conduct. I make no sweeping assertion, but the man whom the cap fits, let him make no mistake; he is at liberty to wear it. The man who feels that he is a gentleman and above criticism need not feel at all offended, as my remarks are certainly not aimed at him.

I had intended seeing Mr. Theodore Roosevelt while I was in the city, but I learned that that gentleman was on one of his ranches in the West, so I lost another pleasure.

I was walking along a certain street in Philadelphia a short time ago, and

NOTICING A YOUNG LADY,

whose hair was of a peculiar order of brick tint, I turned (as does the average American citizen) to look for the "white horse," which seems to act as a sort of guardian angel to red-headed girls, but there was no horse in sight. I gasped for breath and wondered if it was too late to telegraph the phenomenon to the evening papers. I looked at my watch, it was 5 o'clock, and therefore everlastingly too late. Then I learned the truth. There was little traffic in the vicinity with the exception of the street cars, which were all *cable cars*; had they been *horse cars*, there there would have been no possibility of such a phenomenon occurring.

"They say," but confound it all, they say so many things, that W. L. Conkling of Spalding's Chicago store is going to go into training next year to beat Kennedy-Child in a tricycle race for world's record. With such men we might have some *exciting* races, or at least lots of fun, which is really the thing which makes life worth living.

When one goes up to "Karl Kron's" apartments in the University Building, the first thing that strikes one's notice (so said a wheelman yesterday) is one of those infernal gummed labels on Karl's door which Harry Etherington has pasted all over the globe. We all know how it reads, "Wheeling, One Penny." Go where you will provided, of course, that Harry has been there before you, and you see the little sign. Pullman palace car porters are said to have great trouble in removing these signs from the windows and sides of the car in which "H. E." has been a passenger.

THE LE FEURS IN ENGLAND.

Special Cablegram to the World.

LONDON, Jan. 24, 1888.—Le Feurs arrived. They leave at once for St. Thomas. I will see them if possible, and write. Maltby has left for the United States on steamer Chicago. MORGAN.

ENGLISH RECORDS.

THE Records Committee of the N. C. U., at a meeting last week, passed the claim of Mr. G. P. Mills to the one hundred miles tricycle record (road), 7 hours 46 minutes 33 seconds, made on the 24th of September last, in the N. C. R. hundred miles road competition. The claim of C. W. Brown to record for same distance, made on October 21st, was not allowed, as the evidence concerning it was not considered sufficiently satisfactory.

1888 NEW MAIL!

LOOK · OUT · FOR · IT. READ · THIS · CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the NEW MAIL LIGHT ROADSTER brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent may be clearly understood. We wish to impress these facts: That

We control the Trigwell and others **Cannot Use It**. That the Trigwell is the Only Ball Head confining the balls. That we were the **First** to adopt the Ball Head, and hence have had the most experience with it, and we **Declare** the Trigwell, which we have used two and one-half years, a **Magnificent Success**. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration for the coming year **We Do Not Alter the Head in a Single Detail**. Every part has been **Dead Right**, and no change required. Don't book your order for a new mount till sending for Descriptive Catalogue of **New Mail**, out February 1st. Send you name **Now**. Good Agents wanted in every town. Our former agents requested to write us **At Once** if wishing to continue, and book their orders for early deliveries.

Price \$5.00 Less Than Last Year. Can Now be Seen at Our Warerooms.

WM. READ & SONS, 107 Washington St., BOSTON.

The COVENTRY MACHINISTS' COMPANY
LIMITED.

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles:

Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.

239 COLUMBUS AVENUE

BOSTON, MASS.

When we are compelled to use racing wheels to make records,
WE SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350 1-2 Miles in 24 Hours,

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 * MILES * IN * TWENTY-FOUR * HOURS.

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

 Catalog cheerfully mailed on application.

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

OUR ANNUAL STROLLINGS.

It is about a year ago since we took our first systematic strollings among the trade, so that our readers would be kept posted as to what was going to be done and presented in the way of novelties by the manufacturers, importers and dealers. We started out one day last week to have our annual talk, and the first place we struck was the office of

THE SPRINGFIELD BICYCLE MANUFACTURING COMPANY.

We marched up the iron spiral staircase to the newly-fitted up room of the company, in the second story of No. 9 Cornhill, and we found the entire floor, extending from Cornhill to Brattle street, arranged in the most convenient manner. The end with large window facing on Brattle street has been neatly railed off, and within the enclosure thus made are the desks of Mr. Yost, Mr. McCune and the book-keepers. The rest of the large room is fitted up with shelves, counters and show cases, containing parts of the Springfield Roadster and bicycle sundries of every description. We found Mr. Yost with two big baskets of correspondence, through which he was laboring, but on stating our mission, the gentleman settled back into his chair,

RESIGNED TO THE INEVITABLE.

We give the result of our interview: "Prospects could not be better," began Mr. Yost, "and now we can safely say we are fairly launched, and we are backed with as fine a body of agents as can be found in the land. As the readers of the WORLD have already been informed we have secured the services of Geo. M. Hendee and Mr. W. S. Doane as travelling salesmen. Mr. Hendee has done splendid work in the South, and he is now putting in excellent work in New York State. Our corps of agents includes the following in the principal cities: Merwin, Hulbert & Co., New York; C. F. Stokes, Chicago; E. C. Meacham Arms Co., St. Louis; T. B. Rayl & Co., Detroit; F. B. Smith, Canton, Ohio; Davis, Hunt & Co., Cleveland, Ohio; and E. T. Allen & Co., San Francisco. Mr. McCune, the President of the company, has just made an extremely successful trip through the middle Western States; he has now returned, and is devoting his time and attention at the factory. We have proved the wisdom of working up a Southern trade, as our

ORDERS FOR MACHINES COME RIGHT ALONG.

notwithstanding we of the East and North are snowed under. We have already received quite a number of orders for our new ball-bearing machine [description later—Ed.], and, in fact, since we have made the announcement that we should make a ball-bearing machine, our orders are about even as between the 1887 and 1888 patterns. We are pleased beyond expression at the manner in which our wheel has been received by the riding public during the past twelve months, and with the organization we have and the reputation the wheel has secured, we are laying out for a smashing trade during the season of 1888."

Mr. Yost then showed some of the "special" sundries that they deal in. The first thing he showed us was the Springfield Roadster duplex and single whistles. The tones produced by these whistles is exceedingly soft and musical. The single whistle is

SO EASY TO BLOW

that loud tones can be produced by breath from the nostril! They are not discordant screamers, but are pleasant in the quality of sound produced.

"Here is something," said Mr. Yost, "that takes the biscuit," and he produced a bottle of enamel. "It is the toughest, most elastic enamel in the market, and as a test I have put it on my shoes, producing a splendid lustre, impervious to water, and as tough as rubber. It is very easy to apply and very quick to dry, not more than fifteen to twenty minutes being required, so that the article coated can be used." We were then taken across the store to

A SIX-FOOT DUMMY.

clothed in what appeared to be a fashionably cut sack, vest and knee breeches. "This is my patent," said Mr. Yost, and he proceeded to show how the coat and vest were all one piece. It is one of the best garments we ever saw for a cyclist, as it has all the dressy appearance of a regular coat and vest, without the weight of the two garments. The breeches are made without any seam on the inside of the leg, the seat is also seamless, a wonderful anti-chafing arrangement. They can be made with "flap front" or the ordinary button fly, and can be held in place by belt or suspenders. It is a neat, well-fitting suit, and the price, \$13.50, cut from cloth as per sample suit, is amazingly low. If the pocket book of the buyer will warrant a higher figure, it can be increased by more elegant make-up and more expensive cloth. This suit is worthy of more than a passing notice by those who are about to fit out for the season of 1888, and we would recommend such to send to the Springfield Bicycle Co. for cut and description of the suit.

"We keep a full line of all the small parts of our bicycle on hand, so that we can replace any part at a moment's notice, from the stock you see before you. We have also a full line of shoes, cyclometers, and sundries of every description." Thanking Mr. Yost for his information and courtesy, we took our departure impressed with the cheerful and splendid outlook for the Springfield Bicycle Co. for 1888.

A SCANDALOUS AFFAIR.

THAT is an exceedingly savory morsel of intelligence served up by the Chicago *Inter-Ocean* in regard to the late Whittaker-McCurdy fiasco. That paper names Mr. T. Eck as their authority for the following: "He (Mr. Eck) denounces W. G. Davis as a trickster of the worst kind, and says that prior to the race he agreed to sell out Roe by dividing the money that had been given him to bet by the latter with Tanner before the race was run, and putting up worthless checks in their place. That Roe had good reason to believe he had a sure thing in backing McCurdy is shown by the following agreement entered into by Whittaker before the stakes were put up in the hands of the stakeholder:

NICOLLET HOUSE, Dec. 5, 1887—I do hereby agree to lose the race to be run between A. A. McCurdy and myself for the sum of \$—, to take place.

Witnesses: W. G. Davis, A. A. McCurdy.

It was Eck who on the afternoon that the race was to be run discovered the fact that emery had been placed in the oil used on Whittaker's wheel, and it was at his request that the race was postponed until later in the evening. That Whittaker knew the emery had been used cannot be doubted in the face of the agreement, and had the race been ridden then and there the Minneapolis party would doubtless have been the losers. Eck's prompt action at that time saved them their money, and it was the fears of the Chicago party that Whittaker had been fixed between the afternoon and evening that induced McCurdy to refuse to ride that same night. The biters in this case were evidently bitten, but what action the League will take in regard to Whittaker and McCurdy remains to be seen. In the meantime Ehlert is on the war path, and some interesting developments may be looked for from him in the near future."

We cannot see what the League has to do with the case in hand. McCurdy claims that Whittaker put the emery in his own bearings, and then tried to make it appear that the McCurdy party did it. This Whittaker denies and says:

"I never sold out to Mr. Roe, as the papers state, nor did he ever ask me. We, McCurdy and myself, never put up a cent with Col. Tanner. I will explain everything: The race was a fraud if ever there was one, as there was not a cent of money put up by my backers. There was \$8000 up, and that belonged to Mr. Roe. The other gang simply took that money and bet it over again. I had a contract, but it was with Wood and Tanner, to win the race and receive \$2500. Now, what I want to say is that the race has never been run because I did not ride at all, and consequently could not have won the race. Besides, I never got a cent out of it; Tanner, Wood and the rest of them have all of the boodle."

Then Mr. Roe, the unfortunate dupe, puts in his say as follows: "What Whittaker says is correct. I'll acknowledge that I have been played the sucker to a certain extent and am out the \$8000, but it remains to be seen whether I shall play 'sucker' long. I think I shall soon be able to demonstrate that 'he who laughs last laughs best.' There never was a race, and I don't see how those people could either claim or carry off the stakes. They have got the money, of course they have, and I have a sheriff after the cute Mr. Wood, of the Bodega. It doesn't make a bit of difference who has the money, Col. Tanner, Tom Eck or Steve Carlisle. Any of them can serve a term in the penitentiary if they wish it. If I haven't enough money here I know where I can get it. It was a skin game all through, and those fellows never had a cent up. I can also bring positive proof that my money was all divided up beforehand, each one taking the amount they were to have."

The same paper interviews a "prominent wheelman," who is reported as delivering himself thusly on the pretty affair:

"When the race was first arranged it had a crooked appearance on the face of it, to say the least. In the first place no one ever imagined that McCurdy, who was easily defeated by Ehlert, our Chicago crack, a few years ago, had the ghost of a show with Whittaker, and Mr. Roe must have been aware that there was a nigger in the wood pile when he was willing to find backing for McCurdy to the extent of \$8500. It was already the firm belief of Whittaker's friends that it was on the square, and they, therefore, had implicit confidence in him. The cause of the trouble seemed to have been this: The McCurdy people, knowing that their man could not win, left no stone unturned to get the stakes, and it is stated on good authority, that their scheme was to dump the Minneapolis backers of Whittaker from the start, thinking that they could buy the latter off

when the time came. Failing in this, they evidently tried to fix his wheel, and with what result you well know. The tactics of some of our wheelmen are a disgrace to the fraternity, and the result of this race is another severe blow to professional bicycling."

All of which is a blot on professionalism and a disgrace to the sport.

THE COUNTRY ROADS.

DEFECTS OF THE ROAD LAWS. ADVANTAGES OF GOOD HIGHWAYS.

WILLIAM H. GOLDSMITH of Waverly, Essex County, New Jersey, writing to the *Country Gentleman* on the question of roads, gives some facts and observations of general interest. He says that having served as roadmaster for several years, he has arrived at the conclusion that hardly two men in a district agree as to the best way of working the roads. Nine out of ten have never made any study of the subject, and yet they feel perfectly competent to advise the roadmaster, and think he is wasting the public money if he does not follow their advice. There is plenty of law to make good roads in almost any community, if it were honestly followed, and of what good is it to make new laws if those we have are not enforced?

In this State (New Jersey) our general road law was enacted forty-one years ago, and has been supplemented by so many special laws that it would require a talented lawyer to keep track of them. One of the best supplementary acts was passed by the Legislature in 1886, as follows:

"That at the election provided for in the act to which this is amendatory, the legal voters then and there assembled, may in their discretion, determine by vote of three-quarters of the voters voting at said election what particular road or roads or parts of the same within said district shall be macadamized or faced with stone, and also fix the sum of money to be expended within such district for such purpose, and the purpose of keeping the roads in such district in repair during the ensuing year, and the sum so fixed shall be in lieu of all other road taxes in such district; and within five days after such election the overseer shall give notice to the assessor of the township of the sum so fixed, who shall assess the same upon the taxable property within such district, and the same shall be collected as other road taxes are collected, and paid over to the overseer of such road district for the purposes provided for in this act; and for assessing and collecting of such tax the assessor and collector shall be entitled to receive out of the money so assessed and collected the sum of five cents for each and every name appearing on the assessor's duplicate of said assessment."

"A great advantage of this act," he claims, "is that it brings the raising and expenditure of funds directly under the notice of those interested, and if they are indifferent or careless they have no one to blame but themselves."

"The voting at all road meetings should be confined to those who pay the tax, for I have seen the privilege grossly abused in several instances, where, on account of hostility to an overseer, voters paying no tax and having no interest whatever in the roads, were gathered at a meeting purposely to defeat him, and in one case that came under my observation, the defeated party paid more tax than all the rest of the voters."

To show the need of more interest in the matter, rather than the enactment of more laws, he states that in his township, one of the districts containing nearly two miles of roads, through the efforts principally of two residents, nearly three-fourths of the roads in the district have been macadamized with stone bought by the pound and carted five miles, and the same proportion of the sidewalk graded and covered with coal ashes in the last four years, with the ordinary appropriation and what said residents have contributed; and in one or two years more, at most, under the same management, all the roads in said district will be finished in the same way, while in adjoining districts, with the same rate of assessment and a larger sum in proportion to length of roads, there is not a rod macadamized, and the money all frittered away in temporary patching at exorbitant wages. Another advantage to the improved district is that after the whole is macadamized, the voters can take advantage of the act above quoted to reduce their tax two-thirds, if not three-fourths, as I think it will not require more than that amount to keep the improved roads in repair. The wear is much less on them than on ordinary earth roads, from the fact that said wear is more from the action of frost and water than from travel, and the hard surface sheds off water which does not wash them into ruts or soften them for wheels to cut into. Still another benefit was shown in this district within the past fortnight, where a piece of property was sold at a good price from the fact that there was a road from it to the city of Newark, which decided the purchaser in his choice between that and others that were offered.

Mr. Goldsmith refers to Mr. Stahl's suggestion that "the funds

be used to put a small piece of road in complete order, rather than to expend them over a longer distance." He says he has heard the same suggestion from others, and asks the pertinent question as to, "What is to be done with the rest of the road in the meantime? It may become impassable," and thinks that a better way would be "to buy some of the improved machinery made for the purpose, and keep the general roads in repair at less expense, and thereby save part of the funds for permanent improvement, which plan I have seen adopted with success."

In summing up he says: "Cannot some of our 'land grant colleges' make a brief specialty of ordinary road making, giving some of the most important elementary requirements for the same to be published for the benefit of the agricultural community, and I might say for law makers as well? Such a work, if it stood practical test, might be used as authority to decide the differences of opinion on the subject that now so often arise."

Judging from my experience in draining land, I have often thought that underdraining is not used to the extent it might profitably be in making roads, not only in springy land, but in heavy land with compact subsoil, when in the spring of the year, and during spells of wet weather, when evaporation is slow, the soil requires a long time to dry out, the roads in the meantime wearing into ruts and holes. The drain would keep the soil above them dry enough to quickly absorb the rains and melting snow."



THAT CASE OF McCURDY'S.

Editor *Bicycling World*: Referring to the account of "Verax" in the *American Athlete* of McCurdy's behavior here, I would state that it was correct in every particular, except that it did not give the full amount he tried to beat the hotel out of, which was \$56. As a matter of fact he did not exaggerate his disgraceful conduct in the least, but rather toned it down. He only settled with me when threatened with immediate arrest, and even then he did not pay full.

Yours, etc.,
MRS. M. BENSON,
Chicago, Ill. Proprietor Hotel Shelburne.

[It will be remembered that a couple of weeks ago we commented on the case and the rumors at that time which had reached our ears. At that time they were mere rumors, and we felt, in justice to Mr. McCurdy, he ought to have a chance to be heard from. We have had no reply from him, but we received the above, over the signature of Mrs. Benson. Comment is unnecessary, the charge is direct, and places Mr. McCurdy in anything but an enviable light before the cycling and general public.—ED.]



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MR. EDWIN OLIVER has made a sort of triumphant progress through the country. All our exchanges and correspondents at hand chronicle the advent of Mr. Oliver in their several cities. It

becomes our pleasant duty to record his arrival in Boston last week, Thursday. He is here in the interest of the Gormully & Jeffery Mfg. Co., and the result of his visit will no doubt be shown in the increase of their agency crop in this section.

THE stir of preparation for the coming season is already felt. The manufacturers and dealers are already sending out their travelling men, and with Corey, Overman, Hendee, Oliver, and Doane on the war path, things will begin to move, with a vengeance, soon.

"THE tricycle is always at the door for an errand to market, a call on a friend, a spin for pleasure, or a journey to the next town. And where is the horse that, driven by his mistress, can be counted for a uniform speed of eight miles an hour, with a possibility of ten or twelve on fine roads?"—*Scientific American*. That's just about the size of it, and the sooner the public allow themselves to be educated to the fact that the wheel is really a practical vehicle, the sooner shall we arrive at the period when cases like the Mobile shell road will be unknown.

THE New Mail for 1888 is announced, and the new crop already can be seen at Wm. Read & Sons. It is spoken of as a daisy. The Ball Head is its main specialty, and seems to have gained great favor with wheelmen, though the strengthened back-bone and forks and very strong rim are important and good features. This wheel has certainly earned its place at the top, and its success last year was great. Wheelmen should see them. The price is \$5.00 less than last year.

HENDEE paid Pittsburg a visit to show the beauties of the Springfield Roadster. It surpassed expectations, and was generally liked. Banker will handle it this year.

A WRITER to the cycling press avers that cycling produces knock-knees. From our personal observation we think just the reverse. It is not often that we see a man ride with the knees well bent in, "rubbing the forks;" on the contrary, we have often taken occasion to decry the tendency of cyclists to ride "knees and toes out," a form that is awkward and wasteful of power. The proper form is to have the leg absolutely straight, neither bent in nor bent out.



THE AMERICAN RAMBLER.

WEIGHT with all on, 44 pounds. Price, Standard Finish, \$120; Half Nickeled, \$135; Full Nickeled, \$140. If desired with nickel spokes in the standard finish or half-nickeled machines, additional, \$2.00.

"We do not care to be original for oddity's sake," said a representative of the Gormully & Jeffery Mfg. Co., "but neither do we believe in following blindly the lead of other makers because the form and type are accepted ones. We have aimed to secure as comfortable, strong and yet light a machine as skill can devise. We feel content in the result which we present to the riding public under the name of the American Rambler. We have not ignored the good qualities to be found in other rear-drivers, and we have at the same time been careful to avoid their defects. A curious coincidence was that a writer to the *Cyclist* a week or two ago described his ideal machine, and in doing so he gave all the points we

have embodied in the Rambler, with the exception of the spring joint in the frame. The Rambler is a very steady and rigid steerer."

WE append the description in conjunction with cut:
WHEELS—The American Rambler is made with a rear wheel of 30 inches in diameter, having a 7-8 semi-hollow rim, and lightest grade Para rubber tire firmly cemented in by our newly patented process, which admits of its being removed and replaced readily.

The front wheel is of the same construction, but carrying very much less of the rider's weight than the rear wheel; it is four inches smaller in diameter, and has a one-eighth inch smaller tire, thus reducing both length and weight of the structure.

SPOKES—Direct, as this firm believes that for small wheels these are better adapted to withstand continuous rough usage and are easier to repair in case of need.

BEARINGS—Each wheel runs on Smith patent ball bearings of ample size for strength, and yet small enough to produce the least amount of friction.

FRAME—The entire frame is made of the best quality of imported and weldless steel tubing, carefully formed and shaped so as to combine lightness and strength. The fork turns in a socket-head of very great length, and has an original arrangement or device, which, while allowing it to turn with great freedom, assists very much in preserving the position given it by the rider in guiding it over rutty surfaces. The rear fork is connected to the main frame at the crank axle, and here also is located a yielding or elastic joint which absorbs nearly all the vibration caused by car tracks, cobblestones or curbs, and prevents it being communicated to the rider. The forward portion of the frame is also a departure from the stereotyped forms, and it is claimed it not only diminishes the weight and increases the stability of the frame both vertically and laterally, but adds much to the general beauty and symmetry of the entire design.

ADJUSTMENT—The seat is adjustable, backward and forward, and also in height, making it suitable to the requirements of all ordinary riders, so that only one size is needed. If, however, a rider with much shorter or longer limbs than the average should desire a greater vertical adjustment than is provided, it will be furnished without additional charge. The handle-bar is adjustable in height and of our standard rams-horn pattern, which has been found to be particularly well adapted to this machine, as it gives the hands and arms a more natural position and a better opportunity to exert power than any other bar, but is interchangeable with any other type at the desire of the purchaser.

CRANKS—The six-inch Champion cranks and the regular Champion ball pedals are used. The crank shaft turns in ball-bearing cases, as also do both wheels, the machine therefore having balls to every bearing.

BRAKE—A powerful brake is provided at the rear wheel. FINISH—The standard finish is the same as on all the Champion bicycles, nickel and enamel of the best quality procurable covering the steel.

GORMULLY & JEFFERY'S NEW HOLLOW RIM.

"How did you happen to call me 'Happy Ned Oliver?'" quoth that worthy, as he stepped into our office the other day, after mutual greetings had been exchanged. "We don't know how we got on to it," we replied, "but it fits, and hereafter 'Happy' you are 'nilly willy.'" After disposing of this important subject, Mr. Oliver produced a bicycle hollow rim, made and shaped out of the cold steel. We were requested to put it to test as to its strength. It was pulled and pressed with all the power we possessed, and in every conceivable way we could devise, without being able to spring it one bit. Then it was banged on the radiator with no other result than to start thenickel. By the way, we want to speak of that nickel; we never saw better and never saw a smoother surface than that rim presented to nickel upon. "How is the rim made?" we asked. "Ah, how? You find out," said Oliver, and so we forthwith set the mechanical part of our brain to work. We noticed that the rim is made of two parts and that the edges are formed in such a way that double thickness of the steel is presented to withstand the liability to indent by blows from stones, etc. The inside is of very deep section, and was not placed in position until the outer section had been drilled and the headed spoke nipples had been placed in position. This gives the inner section of rim without holes, and consequently makes the construction very strong. For two years, Mr. Jeffery, the patentee of this rim, has been at work trying to perfect a machine that would roll cold steel of fine temper into rims; he has just achieved this, and the rim shown is the product. The rim as it comes from the machine is a perfect circle, and so does not need truing when spokes are put in. The successful forming of the rim from steel in its cold

state produces the very strongest results, and that this rim is strength itself we have had ocular and muscular demonstration. These rims are made under Mr. Jeffery's method and patent, and will be used on the Champion Light Roadster for 1888.



THE VICTOR LIGHT ROADSTER.

WHICH is represented above, needs no introduction to riders of high grade bicycles. It has a reputation among riders as an excellent coaster, hill climber and all round roadster, of which the Victor people may well be proud. No greater strain is put upon a machine than in hill climbing, and not only is it a test of the durability of the work, but it is also a test of the running quality. A clumsy machine is a hard hill climber.

Forgings, and nothing else, are used in the construction of the Victor, and it is guaranteed that the machines of this firm's make contain absolutely no cast metal. Steel dies are used to form and forge each and every solid part of the machine.

SPINES are of inch-and-a-half weldless tubing, a large section, to give rigidity and strength. The rear fork is made straight, instead of curving back, in order to carry the step a proper distance from the front wheel.

FRONT FORKS are of weldless steel tubing, with closed, dust-proof head. The ball-bearing case is attached to the fork, so that the fork rests directly on a shoulder each side of the ball-bearing case.

HUBS.—The front wheel hubs have flanges pinned to the axle and brazed to a shoulder, thus making it absolutely impossible to loosen the axle in the flanges. The small hub is one solid steel forging, making it a very light and strong hub. Felt washers are used on this to make it dust proof.

In small matters as well as large the critic of the Victor Light Roadster will find that vigilance has been shown in consulting the needs of riders. Heretofore dust-shields have rattled, and there has been no means of oiling the lower step in the steering head. The dust-shields are attached rigidly to the swivel-head, and cannot rattle, and the lower step is oiled by throwing the back-bone to the extreme right, thus opening up a hole which leads directly to the lower step, which is closed except in this position.

THE HANDLE-BAR is made of weldless steel tubing, tapered and curved, giving it a graceful appearance and great rigidity. The tip to which the handle is attached is formed by drawing the tubing down instead of attaching a separate piece, which is liable to break.

THE HANDLE is solid, black, vulcanized rubber, which will be found very strong. The spade handle is used, as it is the one most generally demanded.

THE TIRES are made a special feature. Compressed tires have been used by the makers of this machine since 1882, and as attached by their perfected process have proved entirely satisfactory.

THE SPOKES are true tangent, and the Overman Co. claim that this is one of the reasons why the Victor bicycle climbs hills so easily. In all wheels fifty-four inch and under, we use seventy-two spokes; fifty-six inch and above, eighty spokes. Small wheels all have twenty-four spokes. All spokes are tied with steel wires at each crossing and soldered, and attached at the rim by means of long nipples, having fifty-six threads to the inch, and counter-bored, so that the strain on the spoke will not come on the thread but on the full-sized wire.

THE STEERING HEAD is made with hardened steel cones, polished as smooth as glass, and so fitted that they can be easily oiled. This company does not believe in a ball head for ordinary bicycles. They say: "It introduces complication and multiplicity of parts and weakens not only the head but the swivel. The motion at this point will not average more than one-fifth of a circle, consequently the balls are worn in spots only and are not constantly trued by complete revolutions as in ball-bearings in other parts of the machine."

CRANKS are made with two holes instead of slots, broached out, and broaching is expensive work, this is done because, as the pedal pin exactly fills the hole in which it may be set, the strain is thrown on the crank which is stronger and better able to stand it than the pedal pin itself, and also to insure uniformity of throw, as by observation it is found that where riders use a slotted crank they set the pedals by guess, and almost invariably are found to use one longer than the other. This breaks the rhythm of the pedaling. If riders should not accept this theory they have only to file out the web between the holes and have the old-fashioned slotted crank. Riders may have a choice of three different lengths of cranks, each having two throws as above noted. Cranks are keyed with round taper pins.

PEDALS.—The square rubber ball pedals have, during the past two years, continued to grow in favor, and are more generally used than ever. Their great success is due to the feature of automatic adjustment to the curve of the foot, which is the result of the square rubber used. This prevents slipping the pedal, and makes the square rubber pedal as safe as a rat-trap without its discomforts. All Victor cycles are furnished with square rubber pedals. The Overman Wheel Co. were the originators of this class of pedals, and are the only makers who present this device with none of its merits omitted.

THE SADDLE is the connecting link between the rider and the ridden. It is expected to be comfortable, to be in all parts pliable, to absorb by its spring the jar of the wheel, to be easily adjusted to take up the stretch of the leather, and, most important of all, to be easily put on and off without tools. All this is provided for in the Victor swing saddle. The jar of the machine wears itself away in passing through the long coils of the spring, and by its peculiar construction it has a fore-and-aft swing, which cushions the jar that might otherwise cause a header. The leather seat of the saddle is as easily put on and off as one's hat, it can be taken off at every stop, thus keeping the seat dry and effectually locking the machine, as it cannot be ridden without the saddle. Also its construction admits of any required tension.

THE STEP.—This machine is furnished with a light, adjustable step, which can be placed wherever the rider wishes; or left off entirely. The teeth which prevent the slipping of the foot from the step, are carefully turned in to prevent the possibility of their catching and tearing the clothing.

FINISH.—The machine is furnished in two finishes. Standard, with spokes, rims, backbone, and fork-sides in Harrington's black enamel, and all other parts nicked on copper. Extra, all nicked on copper, except rims and spokes, which are finished in Harrington's enamel. For this latter finish an extra charge of ten dollars per machine is made.

With regard to weights, the fifty-inch Victor Light Roadster, with saddle and pedals on, ready to ride, weighs thirty-eight pounds; other sizes in proportion. These weights the company consider as light as it is safe to make for American roads, and while the machines are light, they are so strong and rigid that the makers do not bespeak for them light riders and good roads. They are built for use on the average American road, and will be found thoroughly staunch and reliable.

Price for a fifty-inch, standard finish, with nicked B. & S. wrench, nicked spring top oiler, tool bag and tools for adjusting head, \$125.

RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston.—

No. 373,570. Velocipede, Geo. Singer and R. H. Lea, Coventry, Eng. Patented in England. A tricycle axle.

No. 373,850. Velocipede, H. M. Pope, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Maine. A tricycle axle.

No. 373,980. Velocipede, David Horn, Carterville, Ill. A tricycle.

No. 374,287. Bicycle step, Thos. Benfield, Newark, N. J. An automatically folding bicycle step, adapted to adjust itself to a vertical position when the foot is removed therefrom.

No. 374,542. Velocipede fork, John Knous, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Maine.

No. 375,176. Tricycle, Arthur E. McIntee, Brooklyn, N. Y.

No. 375,707. Velocipede, H. J. Hudson, Blackfriars Road, County of Surrey, Eng., assignor to Pope Mfg. Co., Portland, Maine. Relates principally to the saddle-clip and seat spring.

No. 375,714. Velocipede, H. M. Pope, Hartford, Conn., assignor to Pope Mfg. Co., Portland, Maine.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

REPAIRING, NICKELING and ENAMELING with HARRINGTON'S celebrated ENGLISH ENAMEL.

We are the only house in the United States using the English process of stoving enamel. Send your Bicycle or Tricycle to us NOW for repairs, and avoid the rush when the riding season opens.

A large stock of second-hand machines for sale. All Grades, all Makes. Send for List.

W. B. EVERETT & CO.,
6 and 8 Berkeley Street, - - - - - BOSTON, MASS.

ERRATA.

During the month of December, 1887, a ridiculous mistake crept into our advertisement in this paper giving the 10-mile time of Oxborrow and Allard on a tandem as being 72 min. 56 sec.

The Correct Time is 27 Min. 56 Sec.

COVENTRY MACHINISTS' COMPANY, - **239 COLUMBUS AVENUE**

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FOR SALE BY

Bicycling World Co.,

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BOSTON, 3 FEBRUARY, 1888.

Volume XVI.
Number 14.



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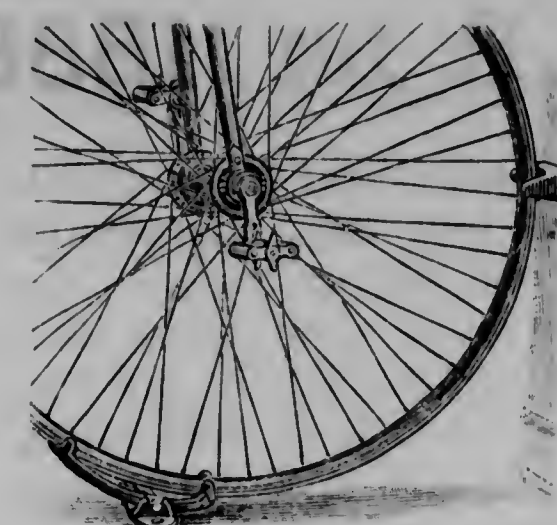
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During the month of December, 1887, a ridiculous mistake crept into our advertisement in this paper giving the 10-mile time of Oxborrow and Allard on a tandem as being 72 min. 56 sec.

The Correct Time is 27 Min. 56 Sec.

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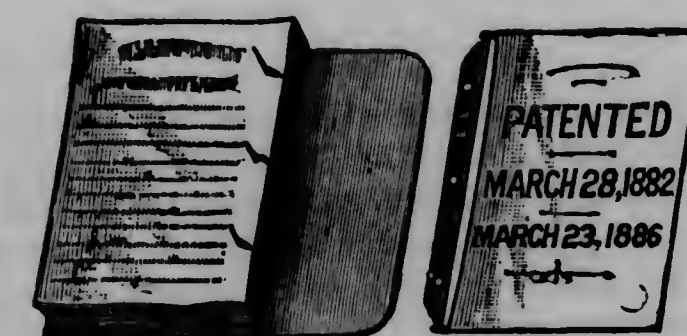
We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

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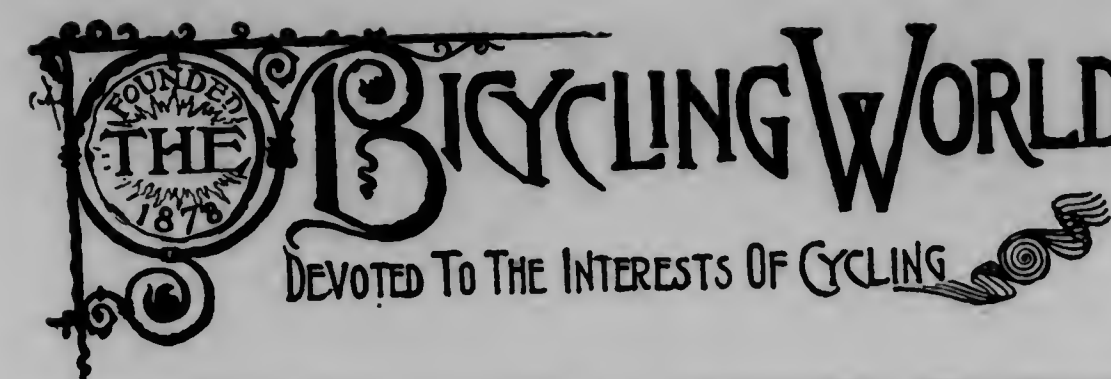
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Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 3 FEBRUARY, 1888.

THE Executive Committee of the L. A. W. is at present the cynosure of all eyes, that is of the eyes possessed by all who are interested in the welfare of the League. Guided by the expressed requirements of the members and its own good sense, the members of this important committee have considered and weighed each suggestion bearing on the re-organization of the national body, and have decided on a general plan that will no doubt find favor with the members of the League. Many things have been demanded, and from what we know of the results we feel sure that the plan submitted will meet with the hearty endorsement at the Board of Officers' meeting next month and at the general meeting to be held later in the city of Baltimore. The general scheme will be made public next week more in detail than we can give at this present time, but we are in a position to state some of the most important changes that are to be recommended. In the first place, we learn that the re-organization will embody a plan enabling Divisions wherein there are a hundred members or more to form a Division organization whereby they can regulate the yearly dues themselves according to their requirements and the vote of the members of the Division. Each Division will, however, be required to pay into the general treasury the sum of fifty cents *per capita*, all beyond that amount which may be voted and collected will be devoted to the Division's uses. In cases where Divisions have less than 100 members, we understand, a plan of combination with other weak Divisions will be suggested, giving such an independent government of the same general plan. A scheme will also be offered whereby the representation in the Board of Officers will be reduced, making it more economical for Divisions to send a full representation, and at the same time making the Board less unwieldy than it now is. Another vital and important question which the Committee have dealt with, is that of furnishing a weekly paper to the members. This we understand has been arranged in a way that will be satisfactory to those who demand it. Thus in brief is the scheme in a nutshell of what the Committee have to propose. The officers have the experience of the past to guide them in the formation of this new plan. The mistakes made will be the beacons to guide them safely past the heretofore hidden rocks and shoals of errors in judgment. In the plan, so far as we know it and have given it, we discern the possibilities and probabilities of renewed harmony and prosperity in the League. Knowing as we do, personally, that the members of the Executive Committee have earnestly aimed to bring about the most satisfactory and desirable condition of things,

and believing that its scheme will accomplish the end, we feel sure that the future of the League of American Wheelmen will be one of prosperity and usefulness. Give the League a chance under the proposed new regime; let the past go, let all bickering cease, and let all turn in and help forward the earnest desire of the Executive to place the organization on a foundation, firm, sound and prosperous.

THE Executive Committee at their late meeting discussed the amateur rule in all its bearings, and it is very doubtful if the League will do anything to change it during the present year. Our views on this subject are well known. However, if the Racing Board will only seriously consider the question of class races and time limit, they will do much to revive the racing interest in this country.

MR. DUCKER is responsible for one evil, which has crept into and militated against the financial success of cycle races. We mean the custom of giving expensive prizes. This custom was originated in good faith, by the great tournament projector, but none the less has it been a bad thing. Managers of race meetings all over the country, have looked on the Springfield tournament as being the pattern to copy, and they are correct so far as the perfection of management was concerned, but they should have drawn the line at the value of prizes, and not attempted to copy Springfield in that respect; it has caused financial loss in many cases. Let managers in the future be more modest in the value of prizes offered, and let the amateurs school themselves to the understanding that there has been too much of the professional's motive in their anxiety to catch on to prizes of high value.

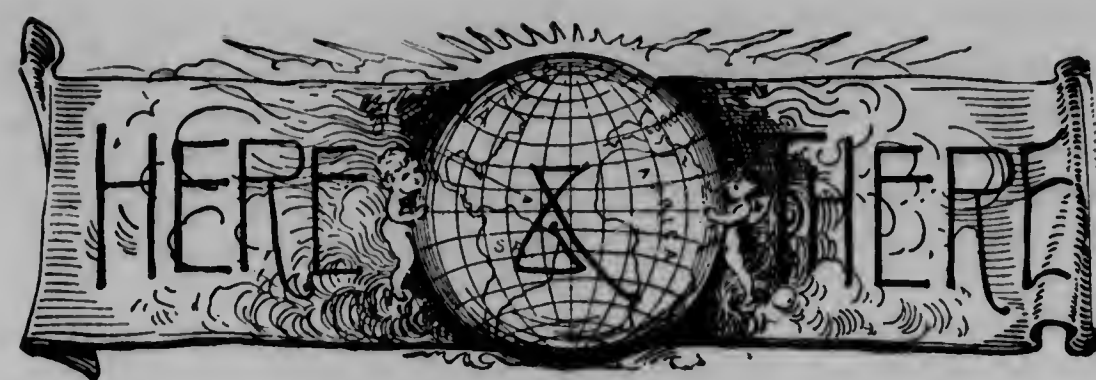
WITH the disbandment of two of the principal racing teams in this country, professional racing will not have that prominence it has enjoyed during the past few years. Hence having permanently abandoned the path for the more legitimate business of selling bicycles, and Rowe having gone abroad to meet "Europe's best" and join forces with Senator Morgan, and Rhodes, Neilson and Hollingsworth having retired, this leaves only Dingley, Whitaker and Knapp strongly in the field. Practically, the professional will be out of the swim this coming season, and we must therefore turn to the amateur as of yore for our amusement in racing. At the same time some device must be adopted, whereby the dozen pre-eminently fast amateurs must be debarred from entering every race and scooping all the prizes, to the disgust and discouragement of their less fast brethren. Let the three-minute man feel he has got as good a show to take "a first" as though he were a Foster, a Crist or a Rich. Give the slow man a chance. Will the Racing Board take this to heart before it is too late?

AN exchange tells us that we have just passed through one of the dullest seasons ever known in the cycling history of the country. There is no doubt of this, but it is a cheering fact that the prospects for the coming season are most flattering.

WITH the disbandment of all the different paid teams the re-organization of the League on the basis of Division government, the establishment by the national body of class racing and time limits, will not the racing season of 1888 assume a more promising outlook?

THE meetings of the Executive Committee, the Board of Officers and the general meeting of the L. A. W., will prove the most important of any held since the organization of the League, and we believe these meetings will result in the general satisfaction of the members of that body and its permanent welfare.

OUR strolling among the trade have been interrupted this week. At the time we should have been on the tramp, we were dallying with snow banks in Central New York. The touch of Dakota weather interfered with our plans. We will resume our strollings for next issue. We will allow the "Senator" to take our place in his walks among the English trade, this week.



"GENTLEMAN JOHN,"
AT LARGE.

I AM forced to do something to-day as I am about the only visitor in the little town of Peebles, in Peebleshire, Scotland, a place that I love from early associations. Many is the basket of speckled burn trout that I, footsore and weary, have carried into Peebles from the many hill streams, tributaries to the Tweed. I say I am forced to do something, and such is actually the case, as last night there was a big frost, and the day's fishing I contemplated is knocked on the head. The roads are covered with road metal, so bicycling is out of the question and tricycling would hardly be enjoyable, especially on a three-track, semi-racing trike, such as I now own. It is too cold for horse-back exercise, and not cold enough for skating or curling; so, as I said before, I am forced to write.

As I was walking down the main street of the town to-day, I was approached by a rough-looking fellow, who had a keen twinkle in a pair of blue Scotch eyes. He wanted to know if I cared to buy a "fush." Of course it is "close time" for salmon, and hence his cautious way of putting the question. "Had the 'fush' just come up the river?" I asked him. "Oh, she be chust come up, she be." I followed the poacher down a long lane, called in Scotland a "close," and into a little house. I was invited to walk down through a trap door in the stone floor, but I declined, as it looked like a "will-you-walk-into-my-parlor" sort of invitation, and I told him to bring forth the "fush." The "fush" was soon forth-coming, and proved to be a "kipper" salmon, and a beautiful *clean* fish, with a cruel hole in its side, which showed that, at night with a headlight, the "gaff" (or spear), and not the hook, had been the means of its being brought captive into Babylon. I bought the "fush" on the understanding that it was a *cod*, and that he be securely boxed up and brought to the hotel. Half an hour later the poacher and a friend (equally as disreputable looking) put in an appearance with the "fush" securely boxed up. After undoing the parcel to see that the "fush" (and not a few brick bats) was inside, the package was sent off to some friends, with "Glass, with care," marked upon the wrapper. You see one has to be careful, as it means £5 fine to be found with a salmon in one's possession during the "close time," and the notoriety is worse than the fine, a great deal.

I LATELY took unto myself a—no, not one of the Daughters of Heth, but an "Invincible" tricycle, which weighs but forty pounds, but is quite staunch on the road, notwithstanding its slight build. It is not provided with a brake, and the hills have to be taken on the fly. The front wheel fork is a revival of Jack Keene's much-ridiculed (at the time) idea of having but *one fork* to the small wheel of his racer bicycle. The fork is a straight piece of steel tubing, and the wheel is attached in very much the same way as a pedal to a crank. And it seems to be quite strong enough for all rational purposes. There is certainly not such a strain upon the front wheel of a trike as upon a pedal, so I think that the idea of want of strength is a very absurd one. In the ordinary bicycle this form of fork is simply a piece of the backbone slightly curved away from the straight line of the backbone (looking at it from the rear), to allow the wheel to take the line of the backbone.

If I had not expected to see something extraordinarily fine in the way of wheels over here, I should certainly imported a "Boston Beauty." There is only one horrible fault with my "Invincible," and it is this: The cranks are keyed on, and you know what a d—elighted thing that is at times, and the saddles are horribly inferior to those of American manufacture. The spade handle does not seem to be so popular over here as in the States. They seem to think they break too easily, when in reality they are much more readily mended than the old styles, either the "gimlet" handle or pear handle types. The "Tontine Hotel," where I am stopping, is a fine, old-fashioned inn, and is kept by a Mr. Leith, a fine old gentleman, who, on account of continued costly experiments with Scotch farming, has lost a lot of money. Business is very dull at present, and the pretty, old-fashioned town of Peebles with its lovely surroundings is well high deserted.

THE children gape and giggle at my big fur coat which I wear, as the weather is excessively cold. They think I am a circus man, and watch to see where I draw up, that, perchance, they may see some "lion taming" or "tight-rope performances" through the chinks of a wall or tent. But the "Tontine" does not hold any such, and they go away disappointed, and wondering what I am, and why at Peebles in the winter, when there is little to be seen or done.

DURING a chat which I had with Karl Kron in New York a few weeks ago, he related a little anecdote about a wheelman who wrote Mr. Kron a note, saying that he was sorry, that circumstances were such, etc., etc., but that he wished to be freed from his large-sized *pledge of One American Cart-wheel for "XM Miles."* And what do you think? The fellow had the consummate gall to sign himself "your's fraternally." The extent of some people's fraternal feeling toward a fellow wheelman is certainly not very strong, and one feels inclined to say *such* fellow-feeling makes us wondrous tired. The above case reminds me of a little piece of typical courtesy which a certain *alleged* "Southerner" tendered me through the columns of a wheel paper. After criticising my form of raiment, which was such as to disturb his advanced ideas of civilization in an asinine and weak way peculiarly his own, he had the presumption to sign himself by a *nom de plume* which would have suited a gentleman infinitely better, viz., "Southerner." I wrote an answer to his half-column puerile criticism, but the canny editor who published the "p. c." replied that my answer was so strong that no editor upon the face of the globe would care about taking upon himself the responsibility of printing it. So be it and R. I. P. The gentleman who gave premature birth to the "p. c." has since created a malodorous effluvia in wheeling circles, which has sickened his friends, and created a strong sympathy for a rival, whom he had, by every means known to his small vindictive spirit, tried to bring into disrepute.

So "the boys" have left England, and by the time this budget is put in print, they will have entered the land-locked harbor of St. Thomas. I know that your readers will be looking forward to the letters promised from these travelers.

NEW JERSEY NOTES.

"RATCHET."

The elder Le Feu promised faithfully that he would write as soon as they had arrived and sized up the town and harbor. I hope that by the middle of February at least to have news direct from them by letter, but I was glad to notice by Morgan's cable that they had arrived on English soil, and were soon to be again *en route*. My only regret has been that circumstances and ties prevented me from going along too. However, we cannot all expect to have wealth and leisure enough to take such a trip. We poor hewers of wood and drawers of water must content ourselves by hearing of other people's adventures. So mote it be.

New lamps are being placed in position on several streets in Milburn.

The Orange Athletic Club will begin a tennis tournament, open only to club members, on 15 February. The events will be gentlemen's singles and doubles, for handsome prizes.

Do any of your numerous correspondents know of any of the "Atlantic Special" bicycles ever having been used in this country? In re. the same I could never understand why the manufacturers ever called the machine a "bi." with its three wheels.

"GENTLEMAN JOHN" has evidently forgotten his promise to write me from London. I am rather surprised to see by last week's *WORLD* that he called on Editor Prial, as I was under the impression that there would be "gore on the wall" in case the two met.

MR. EDITOR, as that "sweet-tempered *Spectator* man" is so terribly cut-up over the Le Feurs' trip, why not suggest that he fit out an expedition to go in search of a "simon-pure amateur?" It would be an immense hit for the paper and a *life job* for the members of the expedition.

In your issue of Jan. 13, "Duquesne" asks "What is a Claviger bicycle?" In Sturmeys' "Indispensable Hand-book" (6th edition), he will find on pages 144 to 149 inclusive, a full description of the Claviger gears, and on pages 290 to 292 the ma-sheens are shown up. Don't mention it!

The Riverside Athletic Club of Newark was incorporated last week. The officers are George H. Tappen, President; C. V. Hall, Vice President; C. R. Hobert, Secretary; J. H. Gore, Treasurer; F. G. Abbott, Captain; J. F. Honiss, First Lieutenant; T. S. Beardsley, Second Lieutenant.

CYCLERS will perhaps be interested in the decision of the Township Committee of East Orange to put new lights through Uni-

versity, Halstead and Grove places, Clinton, Grove and North Park streets, and South Arlington and Railroad avenues. The most of these are macadamized thoroughfares.

THE Hudson County Wheelmen will give a grand cycling entertainment in about a month, and the affair will be laid out on big lines. The programme will comprise fancy trick riding, polo on bikes, slow races, and a one-mile race. Thomas Stevens has promised to be present. Full particulars later.

A BILL passed by the Legislature of this State in 1886, which provided for county roads, has been declared by Judge Van Syckel to be unconstitutional because not applying to every county in the State. A new bill, applying to every county in the State, is now before the Legislature, and will probably pass this winter.

PITTSBURG and VICINITY.

"DUQUESNE."

I HOPE that the Board of Officers of the L. A. W. will not rush the new constitution and by-laws through at the winter meeting, it should be held over until the spring meeting, to allow everyone to say his little speech, and give time for reflection. [They will not "rush" anything, the spring meeting and the general meeting decide on the re-organization.—ED.]

THE child-poet will continue to tramp a crank machine this season.

COLEMAN gave a select theatre party on the 27th to Messrs. Bidwell, Seidell and McGowin were his quests and they do say that they looked very pretty sitting up there in the gold-plated box.

If talk is any criterion, then Rover type safeties are going to sell like hot cakes this season. Many of our old riders are going to "try the experiment" this summer. [The rear-driving safety is no longer an "experiment."—ED.]

THE next number of the *American Athlete* will be read with avidity out here. Every one is anxious to see how "John A." can "crab" out of the zephyrous one thousand dollar bluff of the *American Wheelman*. He is quite a diplomat and will let himself down easy. The prospect of his accepting the challenge is remote, but if he does he can rest assured of much heart-felt sympathy. We are sorry that the sympathy won't help turn his wheel around.

ST. LOUIS.

"LINNEUS."

MANY eyes are at present being turned towards Baltimore with the questioning look. "What's the matter with that League invitation from the Monumental city?" Let me give you a pointer, Baltimore, and that is St. Louis has established a precedent to overcome or touch which, you will have to hustle. At this time last year St. Louis had all her committees appointed and other arrangements made, and when the meet came on it was proven that they were not made a minute too soon.

MANY of the resident League members never attended a meet until the last one and they were so pleased with it, I understand, that quite a number will visit Baltimore the coming spring. It is to be hoped that the city extending the invitation will set the date between the 18th and the 25th of the month, as this is the best time for most of the boys to get off.

ST. LOUIS was never so sadly left in the cold as regards wheel notices in the dailies as at present. The *Post-Dispatch* invariably used to have from one-quarter to one-half a column once or twice every week, but of late has shut down altogether. It is said that Mr. W. E. Hicks is kept too busy on other work and cannot devote the little time the column requires to it. This is not as it should be. The wheel ought to be kept before the public during the winter months and not fall into a state of "innocuous desuetude," as lawn tennis and other exclusive summer sports do. The *Republican* and *Globe-Democrat* gave us a few items in their Sunday editions, but have not had any thing relating to the wheel for months. The *Spectator* is our only local stand-by at present, and it only seems to publish the "notes" to fill in with. Mr. P., you ought to give us at least two solid columns every week.

THE Missouri Bicycle Club will give a grand masquerade at its club house Thursday, Feb. 9. Everybody will be expected to come in costume, and no person unmasked will be allowed on the floor. No outside invitations will be extended, and the people present will consist solely of the members and their lady friends.

As far as known no special form of entertainment has been decided on as yet (although I hear postals asking for "bran new" ideas are going to be sent out), and I would suggest that this be done as soon as possible. For instance, "Klip" could give the people

present no end of enjoyment by his antics on the club's bone-shaker; Alex Lewis could do his special act of jumping the "horse;" and Ab Lewis might give the audience points as to the bearing of a "parlor soldier;" R. N. Stubbs could do his hermit act; Billy Barrow could sing, and Bert Taylor might take a couple of his "color-bearer" headers. If my suggestions are carried out or not an enjoyable time is assured to all those that attend. The Missouri Bicycle Club is going to establish a precedent as far as bicycle masquerades go, and "you know, she never does things by halves."

SINCE the first gun, in the way of your trade notes for 1888, has been fired, many local riders are venting their opinions as to what they and so and so will do on the road and path next season. It is odd that some of them swear by the Eternal that they are going to wear the tire off of their wheels by a few months' hard riding, and when the time comes they rarely show up. All of last season whenever a run was called about the usual six or seven members would show up to take part in it, and the balance would either go to the "pump" or elsewhere. This is not right. Club runs, especially of a large club, should be well attended and not be these half-hearted affairs that most of last season's were. Gradually our list of "active" non-riding wheelmen is growing larger and larger.

WHAT is the reason that C. F. A. Beckers, one of the toughest of the toughs, is so rarely seen on his wheel? Geo. Oeters, Jack Rogers, Ed Sells, H. Loudermann, Joe Fuqua you are all in the same boat. Make up your minds to do some *riding* the coming season and show the boys that you have not forgotten wheeling and its incident pleasures and pains.

RUMORS that Buffalo is going to give a big tournament, *a la* Springfield, are flying thick and fast. It is to be hoped that this will be done, and the racing rules be modified so as to not interfere with the successful giving of one. As in the case of the League meet, St. Louis has at present at least 150 riders who never witnessed a tournament, and should one be given, a pretty good delegation from the Mound City will attend. Mr. Ducker ought to declare himself positively on this score and set the date, so that wheelmen can plan their vacations accordingly.

"CUPID" BAKER is back in town, having gone to Omaha for the benefit of his eyes some weeks ago and returned completely cured. This will perhaps be an eye-opener to those who laid "Cupid's" absence to other reasons.

BOXING, or, as it is sometimes called, the manly art of self-defense, is very good exercise as long as it is kept within proper bounds, but it becomes the most brutal of all sports if done to excess. A case in point occurred not a great while ago, when a young Israelite, a pupil of Prof. Farrell, who thought he could box, asked "Klip" to put on the gloves with him. "Klip," of course, complied. The gentleman forced the fight from the start, and before Klip well knew it he had gotten two stingers on his face and neck. A friend whispered, "Give it to him, Klip," and whew! how that man was pummeled. I stepped into the bath room a few minutes afterwards, and judging by the "claret" on the washstand and floor, thought I had struck a miniature abattoir. The boys have dubbed this battle "The Taming of the Jew."

MR. PATTISON, of the Pope Mfg. Co., was in town last Thursday night. He had a sample "Volunteer" with him, and those who saw the wheel were well pleased with it. He did not have the time to look at St. Louis, i. e., the brewery, which, in your correspondent's opinion, was very "un-Child" like [Please don't.—ED.]

MR. L. J. BERGER, Phoenix, has the sympathy of the entire bicycling community in the loss of his father, who died last Tuesday after a lingering illness.

AB. LEWIS, our genial Secretary-Treasurer, has taken to soldiering, and is quite an acquisition to the ranks of those who follow in the lead of Mars.

THE wheelmen of Edina and Hannibal, Mo., have been enjoying some fine "snow" riding during the present month. Mr. W. H. Hall, Lieutenant of the Marion County Wheelmen, of the latter place, writes: "We have had good riding here most of the time so far. The finest ride I have ever had here was taken about ten days ago, out through the country. The roads were as smooth as glass, and how the wheels did fly! Everybody was out on a wheel. There is a large rink here that our club has been renting every winter for riding, but we gave it up about two weeks ago. No one rode in it because the roads were so fine. Hannibal has at present eleven League members, and a small army of riders whose youth prevents them from joining. Considering that there was not a single wheel ridden there until the spring of 1886, the growth is phenomenal, and is due to the untiring efforts of Mr. J. B. Werkel, ex-Consul, who spared neither patience nor time to push the wheel to the front.

RECORD OF
THE WEEK.

THE amateur rule will stand as it is during the coming year. "I may believe in the fallacy of the rule as it now stands," said a prominent cyclist to us the other day, "but do not believe the majority of League members are yet ready for any modification of the rule. Another gentleman said to us on the same subject: "This amateur rule is the fetish the members of the League are worshipping, but the day will come when they will see its worthlessness." There is no doubt in our mind but that the small end of the wedge is inserted in the minds of many of the members; it now only needs a few whacks of the mallet of common sense to drive it home.

GENERAL SHERIDAN was the guest of Col. Pope last Wednesday. GEO. M. HENDEE and Arthur Pattison were in Buffalo last week. MR. GEO. R. BIDWELL was in Boston last week on League business.

"HOME Rule" seems to be one of the chief features in the re-organization scheme.

DON'T you think we have had enough of hippodroming, gentlemen? We address our query to Messrs. McCurdy and Whittaker.

THE Coventry Machinists' Co. will open a depot in Paris at No. 4 Avenue de l'Opera. Mr. Paul Medinger will have charge of this branch.

FOR the honor of cycling we must insist that the future history of racing does not have to record a repetition of the McCurdy-Whittaker affair.

THERE are over twenty surgeons and physicians in Washington who use the tricycle as a means whereby they make their professional visits.

THE rowing tricycle has appeared in England. Wallace Ross was the first to exhibit same. *Bi. News* will give a picture of it in a week or so.

"STATES RIGHTS" will be a feature in the re-organization. Each Division can assess its members as it sees fit; all above 50 cents goes into the Division treasury.

NEW YORK and Massachusetts are showing up large in the way of renewals to League membership. The proposed plan of reorganization ought to bring in the renewals thick and fast.

THE climate of Connecticut is erratic; witness the fact that Mr. Knowles of Guilford took a pleasant ride on his bicycle in the forenoon, and a sleigh ride in the afternoon of the same day.

A CORRESPONDENT writes: "They do say that under the new re-organization of the League that professionals will stand a chance of getting into the L. A. W." It may be so, but we doubt it.

COLONEL POPE avers that the withdrawal of paid racing teams from the path will not have an evil influence on racing. On the contrary, he believes it will tend to revive the flagging interest in cycle racing.

MR. C. R. OVERMAN is now in the Southwest representing the Victor. He is expected in Louisville, Ky., soon. There is not a more generally liked man in the trade than this same "Good, old Larry" Overman.

AN effort on the q. t. is being made to have George Hendee re-instated in the amateur ranks. It does not take much of an effort to get out of the amateur ranks, but it takes some high and lofty tumbling to get back again.

DURING the meeting of the L. A. W. Executive Committee, President Kirkpatrick managed to enjoy Buffalo under the guiding hand of W. S. Bull, while the two B.s (Bassett and Bidwell) enjoyed themselves in their usual jolly way.

It is as good as settled that Morgan and his galaxy of fast riders will not visit the States during the coming season. On the contrary we deem it likely that his "combination" will be strengthened by some of our fast ones from this side.

No Columbia team for 1888. That is official, and is the utterance of the President of the Pope Mfg. Co. No Columbia team, no Victor team; wherein is the necessity of maintaining a Champion team? The day of the paid racing man is past.

T. T. ROE, of Chicago, who backed A. A. McCurdy in the late fiasco with S. G. Whittaker, has entered suit in Minneapolis against J. L. Black, J. S. Wood and W. A. Tanner to recover \$1000 deposited by him on the event. McCurdy went with him to Chicago on January 15, on which date Whittaker also started on the road in the interests of the Gormully & Jeffery Mfg. Co.

THE friends of Lieut. Kendall, of the Boston Club, were regaled at No. 26 St. James avenue by eating some excellent smelts captured at Neponset by the doughty doctor. All who partook pronounced them excellent in flavor and mammoth in proportions.

So far as the manufacturers and dealers are concerned, the season has opened, that is the advance guard of travelling representatives are out on the road making contracts for the coming year. May every one of them grow rich through their endeavors.

LET managers of prospective race meetings during 1888 bear in mind that there is a big chance to revive the interest in amateur events the coming year. Class racing, time limit, and moderation in the value of prizes offered be the points kept in view.

MALTRY, the celebrated trick rider, will be in this country by the time this issue reaches our readers. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

WILL Mr. Page of the *Spectator* (from whom all wisdom flows) kindly inform us his definition of an "amateur" journalist and a "professional" journalist? We have Worcester's definition, but before we show up that worthy lexicographer's ignorance we would have the correct Page-onian definition.

MR. HILLIER has a proposition to offer to the N. C. U. Board, to disqualify any amateur competing in an open race upon the public highway over any distance under 100 miles. The stated object of this proposition is to put a stop to the growing evil of large fields, which invariably start in short road races.

MR. DANIELS, the late trainer of Hollingsworth, has made an engagement for the season of 1888 with the Springfield Bicycle Mfg. Co., to look after the interests of the men who will endeavor to steer to victory on the path the Springfield bicycle. There is not a better trainer in the land than this same Daniels.

"DOES it pay to maintain an expensive team of racing men?" That is the question that has been agitating the minds of our leading manufacturers. There is now only one firm of manufacturers which sustains a team that has not answered. The two firms, Pope and Overman, answer "No" most emphatically. What say the Gormully & Jeffery Mfg. Co?

HE-who-must-be-observed-Page of the *Spectator* says we write "rot!" and then sits down on us by insinuating that we are nothing but an "amateur" in the journalistic field. We would ask Mr. Page if the use of such polite language as he flings about when discussing us and our paper is an evidence of "professional" journalism? If so, we are glad to be an amateur.

MR. CHARLES A. UNDERWOOD, President of the Jamaica Plain Bicycle Club, having bought the copyright of Atkin's "Cyclists' Road Book of Boston and Vicinity," will issue a third edition of this indispensable little book on the 1st of March. Mr. Underwood has taken great pains to revise, correct and enlarge. It will be a book that the cyclists of New England cannot well afford to be without, and not only those of New England but of the whole country, for what rider that ever visits this paradise of lovely roads can afford to come to Boston and not have a copy? Great care will be exercised in the typographical work, and a specially designed cover will adorn it. The BICYCLING WORLD will do the printing for Mr. Underwood, to whom all orders should be sent at 386 Tremont street, Boston.

* * * "They speak of the dangers of cycling—what sport is there that has not dangers? In football you are liable to get your bones broken or your shins barked. In cricket to get your head cracked with the ball, and other petty injuries, and I think it will be found the same with every sport under the sun. Danger—it is the danger in our sports that makes us the bold and fearless Englishmen that we are. Look at the young man who has been kept from sports by an over-fond mother, or perhaps father, look at his pale face, his weak form, and ask yourself which is the best—to go through a little danger and have health and strength, or shrink from and have disease and weakness? I think every right-minded man will prefer the former. Cycling, followed with moderation, has very few dangers. Many young fellows go overtaking their strength by trying to race other cyclists—what is termed amongst them "scorching." It is this "scorching" which does more harm to the rider than any other practice. They not only bring the sport into disgrace with the authorities from the complaints of furious riding, but, besides, destroy all the benefits that would accrue by moderate riding, and sometimes engender life-long maladies, thus bringing into disrepute one of the most healthful sports by their foolishness, and for this reason I should advise young, or riders of any age, to abstain from the practice. The only time when a cyclist is unhappy is the last

THE CLARK CYCLE COMPANY

SUCCESSORS TO

SAMUEL T. CLARK & CO., - - - Baltimore, Md.

Owing to the increased business of the above firm in the past two seasons, during which time the

New Rapid Bicycles & Quadrant Tricycles

Have become so thoroughly and favorably known to riders throughout the country, it has been found necessary to increase our facilities for handling this growing trade, and for this purpose the above corporation has been formed. And in making this announcement to the cycling public, we consider it an opportune moment to ask them to

Remember, that we were the first to introduce on the American market our now famous method of wheel construction, with **TRUE TANGENT SPOKES**, and that while every American Manufacturer of note has been forced to copy it, we still have, in all our **NEW RAPID CYCLES**, the **best and strongest cycle wheels** ever made.

Remember, too, that the **Quadrant Steering**, as applied to all our **QUADRANT TRICYCLES**, remains unequalled as a **perfect steering device** and **anti-vibrator**, without the use of springs to the front wheel.

Remember, first, last and all the time, that we shall be in the field for

The Season of 1888

With a line of Cycles, all kinds, that cannot be surpassed in any respect.

WRITE FOR CATALOGUE.

THE CLARK CYCLE COMPANY,
Baltimore, Md.

When we are compelled to use racing wheels to make records,
WE SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350 1-2 Miles in 24 Hours,

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 * MILES * IN * TWENTY-FOUR * HOURS.

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

Catalog cheerfully mailed on application.

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

Largest Manufacturers of Cycles and Sundries in America.

J. S. MURRAY, Agent, 100 Sudbury Street, Boston.

season of the year, 'for now is the winter of our discontent.' But no doubt there is a time coming when the roads will be such perfection that riding will be indulged in all the year through. With all 'Bicycle Newsites,' I exclaim, 'Would to heaven that time were near at hand.'—*Bi. News.*

WHEEL CLUB NEWS.

The members of the Baltimore Cycle Club gave an amateur dramatic performance at the Lyceum Theatre, Baltimore, Md., on the evening of Jan. 13. There was a large and fashionable audience present, including members of other wheeling clubs. Several professionals took part in the entertainment, which was very enjoyable.

The Camden (N. J.) Wheelmen will have a benefit in the Arch Street Theatre, Philadelphia, February 4th.

SOME ungallant members of the Pennsylvania Club are credited by the *Item* with saying "that they have no club house—only a boudoir." We hope the fair members will resent the insinuation with fitting scorn.

HENRY E. DUCKER lately attended two meetings of the Buffalo Ramblers and inspired them with his enthusiasm for something big. As a result this club is deliberating on a scheme for a fancy dress carnival in the State Armory. Ducker will assist if it is put through.

THE organizers and officers of the Lincoln Cycle Club, of Chicago, are aiming high. They want the youngest club in the country to be the largest, most prosperous and prominent cycle club in America. As the projectors are men of enterprise, we shall not marvel if the mark aimed at is reached sometime in the near future.

THE Buffalo Club entertained the members of the L. A. W. Executive Committee at their house warming and opening last week. The occasion was one long to be remembered by the members of the club and their guests. The club house, a description of which we have given in a former issue, is said by those who have seen it to be one of the most complete and beautiful in the country.

THE sixth shoot of the Warren Wheel Club took place Tuesday evening, and resulted as follows: Read, 90; Savell, 90; Lang, 88; Willard, 86; Noble, 86; McCormick, 86; Prentiss, 86; Anderson, 82; Hathaway, 81; Parker, 79; Wiggins, 79; Frost, 79; Monroe, 72; Hiseock, 70. As the competition now stands, Captain J. E. Savell leads with an average of 90, Lieutenant S. E. Noble second with 87, and Secretary H. C. Anderson third with 87.

THE Berkshire County Wheelmen, Pittsfield, Mass., have elected the following officers for the ensuing six months: President, E. H. Kennedy; Vice President, J. N. Robbins; Secretary, S. England; Treasurer, R. N. Dewey; Executive Committee, E. H. Kennedy, J. N. Robbins, and G. L. Hornbrook; Vigilance Committee, R. A. Dewey, G. L. Hornbrook, and J. N. Robbins; Captain, W. H. Sheridan; First Lieutenant, Daniel England; Second Lieutenant, C. M. Platt. The club is in fine condition. The present membership is 43, the largest ever attained, active members are still in large majority. This live club has just commenced its 8th year.

THE Boston Bicycle Club's sleigh ride last Monday out to Corey Hill slide was a great success. Some 20 members piled into the large barge, and at 7.30 they were en route. They arrived at the Corey Hill slide after a few delays, and were taken in charge by Mr. Geo. B. Woodard, who saw to it that the cycle men were taken good care of in the matter of having plenty of tobogganing. An hour was thus pleasantly passed, and then the Boston men got "all aboard," intending to make Wright's Hill slide. The directions how to get there were given by a policeman, but one of the party knew (?) "a better way," and the consequence was the party did not get there. However, lots of fun was experienced in the vain endeavor to reach "Wright's Hill," the sleighing was superb, the night mild, and the moon bright. It was ideal sleighing weather. The party drove over the fine roads of Brookline and arrived at the club house at 11.30, where warm beef tea, etc., and lots to eat was provided by the Steward. Messrs. Kendall, Donahoe, and Jones had the affair in charge, and it was a big success.



MR. AND MRS. SMITH.

From *Bicycling News*.

OUR contemporary, *Bi. News*, seems to think that if we do not agree with another paper, it is not the thing to take from its columns. We do not think so, and when we see a good thing we take it and credit it. No matter what we may think of *Bi. News* as authority on American matters, we confess there are lots of things in its columns that are admirable, hence we take 'em in.

* * * The cartoon by Geo. Moore represents Mr. and Mrs. Smith upon their last new tandem in front of the dressing-room at the Crystal Palace track, * * * and against the fence of the enclosure may be seen Charley Wilson, the astute trainer of quite a number of good men and true.

Cycling, and more especially cycling's lady votaries, owes much to Mrs. Smith, for she was amongst the pioneer riders of the three-wheeler, and in company with her husband was to be seen flying round the highways upon their far-famed yellow sociable, and although many rude remarks were doubtless made at the time, yet she stuck enthusiastically to the sport of her choice, and, in company with one or two more lady riders, fairly lived down the opposition. That she succeeded in doing so was indubitably due to the fact that at a very early period of her cycling career she recognized the advantages of the saddle and a longish reach, and, by adopting them, looked then, as she undoubtedly does now, one of the nattiest, and at the same time, most "businesslike," figures upon a tricycle; in fact, whether Mrs. Smith is encountered after a fast spin upon the Ripley Road or after a record ride upon the path, she never looks in the least uncomfortable or out of place, and she may fairly be described as the *beau ideal* of a lady rider. When some of the writers upon the cycling press took upon themselves to abuse ladies who raced, it was a constant remark amongst the practical section that, if every lady tricyclist after riding four [This must be an error.—Ed.] miles in one hour looked half as neat and comfortable as Mrs. Smith after a spin between the houses, cycling for ladies would gain in popularity at once.

This lady has no doubt done great things for the tricycle, her performances have in some cases been wonderful, the most remarkable being the 21 to 25 mile record they secured at Crystal Palace track last October, and the account of which appeared in the *WORLD*.



ROWE GOES TO ENGLAND.

ONCE before we made the above announcement, and were advised that at the last moment Mr. Rowe had decided not to go. This time however, he will no doubt go, and in fact by the time this meets the eyes of our readers, America's greatest short-distance rider, will be on the bounding deep, either exceedingly sick or exceedingly happy. There is usually no half-way business for those who brave the terrors of old Father Neptune. Mr. Rowe is a national celebrity, nay more, he has a cycling world reputation, and anything we can say of him will be only a repetition of what has been printed time and time again. Still this occasion is one that will admit of some facts in regard to his life and performances. He was born in Gloucester, Mass., July 29, 1865. He is a perfect specimen of a man physically, standing about 5 feet 9 inches, and scales when in training, about 165 pounds. He began to race in the fall of 1884, and the first time the writer ever saw Mr. Rowe was in the Dorchester Club road race, held in the fall of that year. From that time on Mr. Rowe climbed very rapidly to the prominence he now occupies, and it was in the fall of 1886 that he established the present magnificent list of worlds' records, from 1-4 to 22 miles. Notwithstanding strenuous efforts have been made by the best men in this country and England, to break these records, they stand intact today. During '85, '86 Mr. Rowe established his claim to the championship by meeting and beating Hendee, Wood, Woodside and a good many other men of A1. calibre. There has been one man only in the world that disputes Mr. Rowe claims to championship, and that is the great R. Howell. It is this fact that makes Rowe's visit to England, one of the greatest interest, as he will meet England's best man, and establish or lose the claim of himself and his friends, to the proud title of champion of the world. Mr. Rowe is an American, and he will ride his first and only love, the Columbia racer. He does not go over under the auspices of the Pope Mfg. Co. at all; he goes over on his own risk, and will be under the management of the only "Senator." He will take a stock of Columbia racers, and he will ride them. It will then be a contest between America and England, man for man, and machine for machine. Mr. Rowe will carry the good will and wishes of every American with him, and when he and Howell meet, we hope our man will win. It will be a grand event, and one that all England and America will await with the greatest interest. We are indebted to the Lynn Bee for the excellent likeness that heads the article, it is a speaking likeness of Mr. Rowe.

MALBY, the celebrated trick rider, will be in this country by the time this issue reaches our readers. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Malby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

AMONG the many good suggestions to be made by the Executive Committee and Board of Officers to the general meeting of the League in Baltimore next June will be reorganization of government, very much after the pattern of our National Republic. The divisions will form their own government, assess members as they see fit, but the amount of 50 cents per capita must be paid into the treasury of the general or central government. By this method divisions may be extravagant or frugal according to its wishes and demands.



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H. B. HART, of Philadelphia, came nearly being burned out last week. This gentleman has recently enlarged and improved his establishment, and the big fire on the corner of Arch and Eighth streets came much too close to him for comfort.

MR. E. A. PATTISON of the Pope Mfg. Co. is going through the Southwest showing up the novelties produced by this firm for the coming season.

MALBY, the celebrated trick rider, will be in this country by the time this issue reaches our readers. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Malby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

THE new firm, the Clark Cycle Co., as per official notice in another column, will take the place of Messrs. S. T. Clark & Co. of Baltimore. This move is to increase the facilities and capital so as to be fully prepared to meet the growing trade they are building up in New Rapids and Quadrants. We wish the new firm all success and long life. Mr. S. T. Clark of this firm sailed for England last Wednesday, to make arrangements for the coming season.

THE rumor that the Gormully & Jefferey Mfg. Co. intend to open a large depot in the East is not formed on fact. They will be ably represented by agents in that section as heretofore, but they will not open a large branch establishment, as has been asserted.

A CABLEGRAM has been received by W. B. Everett & Co., announcing that their representatives in London have secured the United States agency for Lamplugh & Brown saddles, J. B. Brooks & Co. saddles, John E. Salsbury's safety lamps, Ardill's liquid enamel, and Loudon's cement, besides other accessories and specialties of these well-known English firms. This makes Messrs. Everett & Co. the headquarters of all the best English accessories.

It is generally known among wheelmen that the Rudge agency, now owned by the Pope Mfg. Co., is being conducted under the management of Mr. H. M. Saben. Orders are coming in as usual, and orders are constantly being sent abroad for additional stock, so that the Rudge agents will always be assured of a sufficient supply to fill orders.

WE saw the New Mail 1888 pattern at Messrs. Read's the other day. It is a beautiful bicycle, and has in several important ways been improved. We shall describe this wheel in a short time.

ONE of the novelties to be imported by Messrs. Everett & Co. is a tricycle with 30-inch drivers and 20-inch pilot wheels. We shall give cut and description soon.

A. G. SPALDING & BROS. in Chicago and New Yorks will make a specialty of Victor cycles.

DR. J. H. WOORMAN, late of the *Saratogian*, of Saratoga, is the gentleman who has bought out the *Outing* magazine.

THE new Victor safety will run on 176 steel balls; more balls than ever put in a bicycle before.

MR. JOHN C. GARROD is now established at Nos. 58 and 60 Oxford street and 59 Washington street, Lynn, Mass. He makes a specialty of cycle repairing, and in this vicinity is well known as a good machinist. He also deals in bicycles and tricycles of all makes, both new and second hand.

THE SPRINGFIELD ROADSTER FOR 1888.

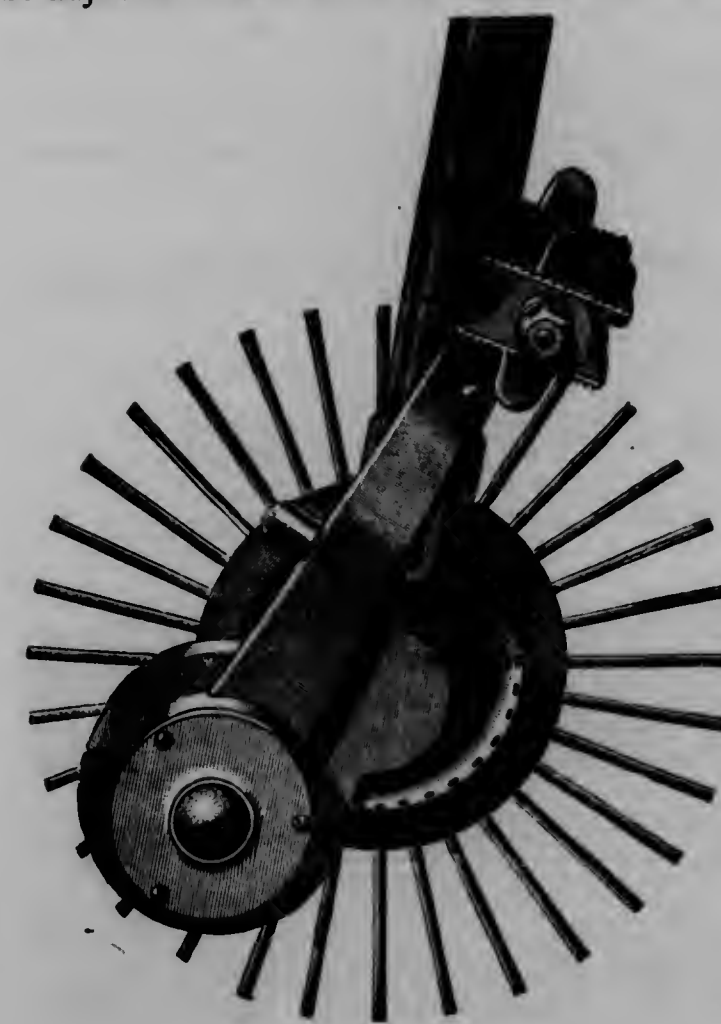
To be successful you must find out the demands of the public and meet them. This is a sound axiom, and it is well grounded in the minds of the managers of the Springfield Bicycle Mfg. Co. "There is a large demand for our Roadster fitted with ball bearings," said Mr. Yost, "and so we propose to supply the demand." The output of the demand is the subject of this article. The Roadster for 1888 is identical with that of last year's pattern, except that the bearings all round are of the most approved pattern of Bown's patent. At the factory the machines are turned out exactly alike whether they are to be plain bearings or ball, so that, according to order or requirements the machines can be assembled at once either way. This is a great feature, and one that reduces the cost of manufacture immensely. Another good feature is that all the machines turned out with plain bearings can, with very slight extra cost and trouble, be turned into a bicycle with ball bearings. It is this feature of interchangeability that makes the Springfield Roadster such an excellent machine for riders. The bearings on the front wheel are double, two rows on each side, with the patent lateral adjustment. The sleeve that carries the balls is made so that it will slip over the surface of the plain bearing, in which position it is securely keyed and bolted.



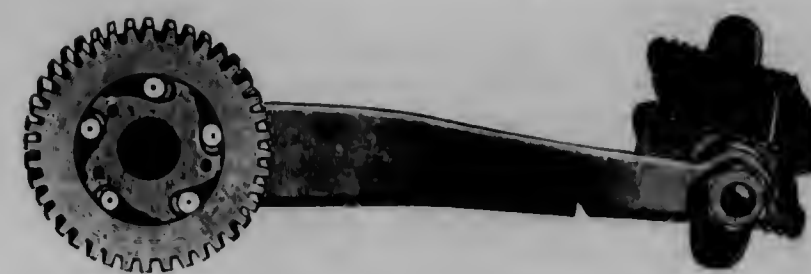
The above cut shows the ball bearing case with one side exposed and partially filled with balls. The reverse side of this case is identical and carries the other row of balls. The clutch stud, the sleeve that slips over the plain bearing surface, and the milled adjustment cap for the bearings are also shown. The square hole in the end of the bearing case shows where the clutch stud fastens, and the manner of adjusting spring is by making a quarter turn forward from the axle, not backward, as the latter weakens the spring power.

This cut represents the above bearing to front wheel assembled and ready for use. The back wheel is fitted with a row of balls on each side of wheel, and should it be required to change from plain to ball bearing, the entire wheel would have to be changed, but the back fork is made to fit either style of wheel.

Another point as to the efficacy of the Springfield Roadster as an all round machine, is the ease with which the same machine can be adjusted to suit either a tall or a short rider.



This cut shows the adjustment for a tall man, and it will be noticed that the centre of the gearing clutch box (indicated by the slot ended screw) is below the centre of the axle. Now when adjustment for a short man is desired, this centre of the gear box can be raised, with axle as a pivot, above the centre of the axle, and in this way the pedal is brought nearer the saddle. The adjustment thus obtained is sufficient to fit those who ride a wheel as low as a forty-eight-inch, or as high as a fifty-six-inch, and all intermediate sizes of course.



The clutch as above is perfectly noiseless and instant in action, and the motion of levers down and forward is some thirteen inches, giving great length of reach when desired and of course no dead centres. The handle-bars are hollow and detachable, "cow horn" in shape, and fitted with spade handles. The machine is composed of the best tubing and steel drop forgings. The company guarantee for one against breakages caused by faulty material or workmanship.

In finish it is the standard nickel and enamel very carefully laid on. The machine is a handsome one, and shows every care in the production. The saddle is the Fish patent, with single and double spring. Wheels, 50 and 20 inches. Tires, 7-8 and 3-4 inches. Spokes direct, upended and threaded on flange end. Ball bearings, Bown Aeolus patent.

"SENATOR" AMONG THE TRADE.

I THOUGHT a glance around and through the principal factories in England would be of interest to your readers, so I visited Coventry while at Birmingham recently, making inquiries among the noted factories of the historic old town as to what would be likely to interest my American readers. The first place visited was the pioneer Rudge firm, and during a stroll through with a member of the firm, I penned the following in my diary on my return home:

"Visited the Rudge works, Coventry, 20th December, in company with the cowboys. All of us were shown through the spacious works of this firm, where saw hundreds of hands busily employed on the machines being brought out for the 1888 season. Among the many novelties Messrs. Rudge will place before the public for next season are, a No. 1 Rudge tricycle (4 axle bearings) and a tandem of the same type; also a No. 2 tricycle and tandem, with 4 axle bearings; Rudge's Parcels Carrier tricycle; Rudge's youths' bicycle (the three latter machines being suitable for riders from 7 to 17 years of age). The Royal Crescent tricycle and tandem of this type have also had many improvements added since last season, and are universal favorites with both lady and gentlemen riders, for either of which they are suitable. The Rudge bicycle (of which this firm claims they are the patentees, dated 1879,) has had many additions and improvements. The appended particulars set forth some of the points of the bicycle: Rudge ball bearings, (100,000 sets are now in use, patented) are an especial feature in these machines. The new patent and detachable swing handle, and the patent non-vibrating spring fork are fitted to Rudge's machines. The firm also are making a No. 2 grade bicycle, for those who do not care to go to the price of No. 1 machine. All machines were finished in the well-known style this firm turns out their work.

MESSRS. SINGERS,

of Royal Challenge and Extraordinary fame, was next visited, and as usual to strangers, the head of the firm gave me a warm welcome. "I have nothing new to tell you outside of our catalogue and announcements," was the manager's reply to my query. So, after wandering around the mammoth works of Messrs. Singer, I stole away with the 1888 preface of catalogue in my possession, and which says: "The demand for Singer cycles during 1887 was so large, that it was only with the greatest difficulty that we could supply within a reasonable time. We attribute this increasing demand to the system upon which we have conducted our trade. We have not, at any time, manufactured cycles merely to sell, and it has been our aim to obtain a real reputation based upon the intrinsic merit of our manufactures. We have succeeded, as we expected to do. In order to prevent delay in supply, a very large increase in our producing power has been made. During the last few months one wing of an additional factory has been completed, and as this has been filled almost entirely with machinery, we have been enabled to make arrangements by which our supply will be doubled. The area of the new machinery shop alone is 16,650 square feet, the machinery being of the most perfect description, and, therefore, we are now running three large manufactories entirely for the production of Singer cycles.

Since June, 1887, we have been engaged in preparing new patterns for the present season; these have been thoroughly tested, and the whole of our staff having been continuously employed throughout the winter, we have in stock at this date several thousands of cycles of the newest types. In bicycles little change has been made, except of the 'British Challenge,' which has now a larger back wheel and extra rake to the fork. In safeties we have some important

additions, viz., the 'Special Singer,' a light roadster, with ball steering and many valuable points, and the 'Miniature,' a perfect little cycle for youths. In tricycles a cheaper form of the 'S. S. S.' and a new pattern, the 'Special S. S. S.,' are added, the latter a light roadster, with brakes to all three wheels and other special points. A new 'Miniature' has also been added. In tandems the 'S. S. S.' is considerably altered, and is greatly improved. Prices have been revised and in many cases reduced, while Singer ball pedals (square rubbers) are also in most patterns included without extra charge. The tires on nearly all our cycles are now fixed by patent corrugated wire, no cement being used. Tires so fixed cannot accidentally come off. This principle was so perfectly successful during 1887 that we have adopted it almost entirely for this season. All difficulties in connection with the manufacture of these tires have been entirely overcome. In war cycles we have some special designs. We were the first to take up this question seriously, and we are the first (and at this date the only) manufacturers who have a contract with the War Office for military cycles. These being an entirely distinct class of cycle, they do not appear in this catalogue. The 'Victoria' and 'Carrier' cycles have met with great success; these are fully described in separate lists."

The firms of Hillman, Herbert & Cooper, Messrs. Starley & Sutton, the Coventry Machinists' Company, and Bayliss & Thomas, were also visited, and the former firm (through Mr. Herbert) informed me there was nothing new to offer beyond the fact that more care would be used in the testing of machines for the coming year.

THE COVENTRY MACHINISTS' PEOPLE STATED

that their well-known mounts would be next season further improved if possible, and a few novelties in safeties would be introduced, while the tricycle and tandem would be a No. 1.

The Swift will be improved and made lighter, and they may possibly make a cheaper grade. The Marlboro' will have a few minor improvements, and a light tricycle, weighing about 56 pounds and suitable for good roads and scorches, will be placed on the market. The company generally had an exceedingly prosperous year in 1887, the returns showing a very large increase. I notice at an auction sale last month, some Coventry Machinists' Company's shares, £50 paid fetched £76, and £30 paid fetched £50.

Starley & Sutton had nothing new to offer, and I think the latter firm has not got over their aversion to American visitors yet, as there seems to be a lurking belief that all Americans visiting the works are only mechanical spies, come to "spy out the land," and steal all the "new" points possible. The Starley monument is still in the same place, and the marble figure pointing to the skies more

than ever brings back my memory to the greatest of all cycle manufacturing pioneers, "good, old Dan Rudge, Proprietor of the Tiger, Wolverhampton."

MESSRS. HUMBER & CO.

still hold sway in Lyndon cycling, and the next season will see more Humber than ever. This is partially due to the energy of their London managing partner, M. D. Rucker, the hero of the military cycling trials at Aldershot. Mr. Rucker is now, in conjunction with Col. Saville and Mayor Fox of Aldershot and others, arranging a great sham battle between cyclists and the "foreign invader" for the county of Essex at Easter. It is proposed to have a large number of cyclists armed to the teeth, who will deploy over an area of five miles' wide, and will, I hope, make it "blooming 'ot" for those "sojers" who dare to face our fleet-footed modern armies. By the way, would it not be a good thing to put all the M. As. in the front, so that there would be less trouble to the racing boards of both countries? They may all get killed; who knows?

I was startled on going up Fleet street by the *Daily Telegraph* office last week on reading on the newspaper bulletin the following prominent headline:

"A CYCLING WAR—A FACT."

I thought Major General Hillier and staff of England had declared war against Generals Fourdrinier and Dean, of the United States, "rustlers," but on purchasing a paper I found an article on the Easter sham fight. The papers devote space to the novelty.

London, Jan. 11, 1888.

SENATOR.

CHANGE OF FIRM.

The partnership heretofore existing between Sam'l T. Clark of Baltimore, and Jos. M. Naglee of Philadelphia, is hereby dissolved by mutual consent.

Baltimore, January 23, 1888.

SAM'L T. CLARK.

JOS. M. NAGLEE.

The undersigned Company, having been incorporated under the general laws of Maryland, have this day purchased the business of Sam'l T. Clark & Co., and will in future carry it on under the caption of "The Clark Cycle Co. of Baltimore City," collecting all accounts and assuming all liabilities.

I. S. WEAVER, President.

2 and 4 Hanover Street, Baltimore, Md.

MR. W. C. OVERMAN, Treasurer of the Overman Wheel Co., is in Florida for a few days.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large Illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

Bicycles on Easy Payments.



New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

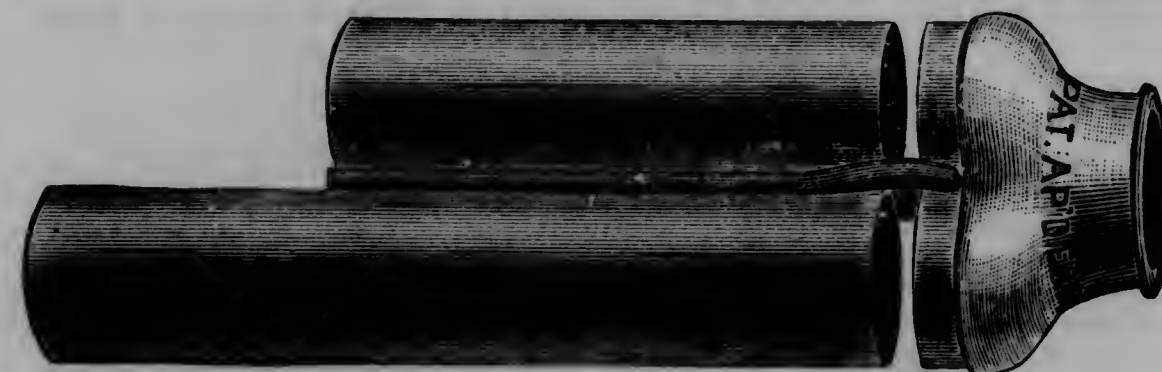
Ask Your Dealer for

The Springfield Roadster Whistles

AND

Yost's Air-Drying Enamel.

The Best Ever Offered. 50 Cents per Bottle.



Duplex Whistle. Price, 50 Cents.

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

Springfield Bicycle Mfg. Co., - - - No. 9 Cornhill, Boston.



Single Tube Whistle. Price, 40 Cents.

REPAIRING, NICKELING and ENAMELING with HARRINGTON'S celebrated ENGLISH ENAMEL.

We are the only house in the United States using the English process of stoving enamel. Send your Bicycle or Tricycle to us NOW for repairs, and avoid the rush when the riding season opens.

A large stock of second-hand machines for sale. All Grades, all Makes. Send for List.

W. B. EVERETT & CO.,
6 and 8 Berkeley Street, - - - BOSTON, MASS.

WHEELS FOR 1888.

Our Bicycle Catalogue for the season of 1888 is now ready to be mailed to those interested.

ALL GRADES, ALL SIZES, ALL PRICES.

Those contemplating a purchase will do well to examine what we have to offer.

AGENTS Especially should carefully study our line before contracting for their season's supply.

FACTORY AND OFFICE,

784 to 794 Madison St., CHICAGO.

St. Nicholas Mfg. Co.

The COVENTRY MACHINISTS' COMPANY LIMITED.

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles:

Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.

239 COLUMBUS AVENUE - - - BOSTON, MASS.

HAVE YOU SEEN THE

NEW LINE

OF COLUMBIA MACHINES FOR 1888?

CATALOGUE FREE.

POPE MFG. CO., Boston, New York, Chicago.

The Rudge Agency.

The Rudge Agency, recently relinquished by Messrs. Stoddard, Lovering & Co., will be continued at the same place, 152 Congress St., Boston, Mass., by

H. M. SABEN,

who has been actively connected with the agency during the past two years.

The 1888 Rudge Catalogue is now in press.



THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday at No. 12 Pearl Street

\$1.00 a Year.
5 cents a copy.

BOSTON, 10 FEBRUARY, 1888.

Volume XVI.
Number 15.


OVERMAN WHEEL CO. VICTOR CYCLES.
BOSTON MASS.

CYCLING IN AMERICA HAVING PASSED ITS PIONEER PERIOD, THE QUESTION NOW IS NOT, "SHALL WE RIDE WHEELS?" BUT, "WHAT WHEELS SHALL WE RIDE?" THIS QUESTION HAS BEEN DECIDED TO THE COMPLETE SATISFACTION OF A LARGE PROPORTION OF THE WHEELMEN OF THIS COUNTRY BY THEIR EXPERIENCE WITH THE **VICTORS**, A LINE OF WHEELS OF THE HIGHEST GRADE, PRESENTING MORE THOROUGHLY GOOD FEATURES THAN ANY OTHERS.

THE VICTOR LIGHT ROADSTER.
THE STRONGEST, HANDSOMEST AND LIGHTEST RUNNING BICYCLE MADE. IT HAS EARNED ITS REPUTATION AND WILL SUSTAIN IT.

THE VICTOR SAFETY.
IN '87 ITS SUCCESS AMOUNTED TO A POSITIVE HIT. MODEL FOR '88 GREATLY IMPROVED. THE ONLY SUCCESSFUL TYPE OF SAFETY BICYCLE. ADJUSTABLE TO ALL SIZES.

THE VICTOR TRICYCLE.
BUILT TO BEAT THE WORLD, AND HAS NO TROUBLE IN DOING IT. LIGHT, STRONG, GRACEFUL! PERFECTLY ADAPTED FOR BOTH LADIES AND GENTLEMEN.

THE VICTOR JUNIOR BICYCLE.
INTRINSICALLY THE BEST YOUTH'S MACHINE EVER OFFERED. TANGENT SPOKES, BALL BEARINGS, SPADE HANDLES, VICTOR SADDLE—EVERYTHING RIGHT! SIZES, 38 TO 50 INCH INCLUSIVE.

It is impossible to give any adequate description of these goods here, but we ask you to send for catalogs and full particulars regarding them.

OVERMAN WHEEL CO.

MAKERS OF VICTOR CYCLES AND ACCESSORIES
BOSTON MASS.

THE STAR BICYCLE.

MADE BY THE H. B. SMITH MACHINE CO. OF SMITHVILLE, N. J.

The only practical safety in the market combining Speed, Safety and Comfort.

It is not a dwarf machine; the rider may use any desired size with equal safety.

IT IS A PRACTICAL ROAD WHEEL, holding the best hill and long distance road records of the World. This is not "Guff," but a plain statement of facts, and we challenge any other maker to dispute the truth of our assertions.

'87 machine now ready for delivery, and includes many radical improvements. Send two cent stamp for catalogue to

W. W. STALL, 509 Tremont Street, Boston, Mass. Sole Agent for Eastern Massachusetts.

E. & H. T. Anthony & Co.

Manufacturers and Importers of

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Fairy, Novel, and Bi-
cycle Cameras, and sole
agents for the Celebrated
Dallmeyer Lenses.

Amateur Outfits in
great variety from \$9.00 up-
ward. Send for Catalogue or
call and examine.

More than Forty Years
Established in this line
of business.

STEEL BALL
FOR ANTI-FRICTION BEARINGS.
—OF BEST CAST STEEL—
HARDENED, GROUND AND BURNISHED.
-16 to 3 diam. Samples and Prices on application.

SIMONDS ROLLING-MACHINE CO.
FITCHBURG, MASS

REPAIRING

Of all kinds a specialty. Send for estimate.
The largest stock of parts in the United
States for repairs of all kinds. Cash paid
for old wheels. Send for catalogue of Amer-
ican Wheels.

MURRAY'S,

100 Sudbury St., Boston, Mass.



SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio,
for largest list of Second-Hand Bicycles in America.

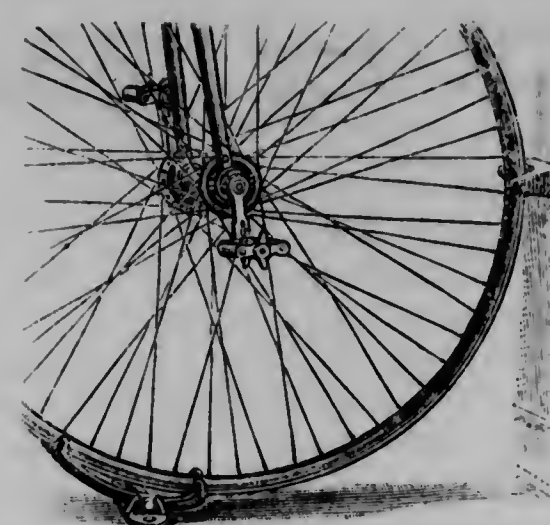
DIFFICULT REPAIRING A SPECIALTY.

ERRATA.

During the month of December, 1887, a ridiculous mistake crept into our advertisement in this paper giving the 10-mile time of Oxborrow and Allard on a tandem as being 72 min. 56 sec.

The Correct Time is 27 Min. 56 Sec.

CUVENTRY MACHINISTS' COMPANY, - 239 COLUMBUS AVENUE



THE
Buffalo Bicycle Stand

—FOR—

CLUB HOUSES & DEALERS' WAREROOMS.

This device is confidently offered as the best thing of the kind yet placed on the market. It is small, cheap and durable, and holds the machine firmly without injury to the tires.

Only one small piece fastened to the floor, offering little obstruction to the broom in sweeping.

Properly placed, the stand will hold any wheel from fifty to sixty inches in size.

The parts are held securely by three small screws which do not injure the floor or wall very much, and are easily removed or changed.

The stand is made oblique to the wall so as to allow the machines to stand closer together without their handles interfering.

Price, 50 Cents.

E. N. BOWEN,

585 Main Street, BUFFALO, N. Y.



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If you have an invention to patent write to Munn & Co., publishers of Scientific American, 361 Broadway, New York.
Handbook about patents mailed free.

GET THE BEST!

The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

The Reasons Why:

It has stood the test for accuracy.
It has proved itself the strongest and best made cyclometer on the market.
It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

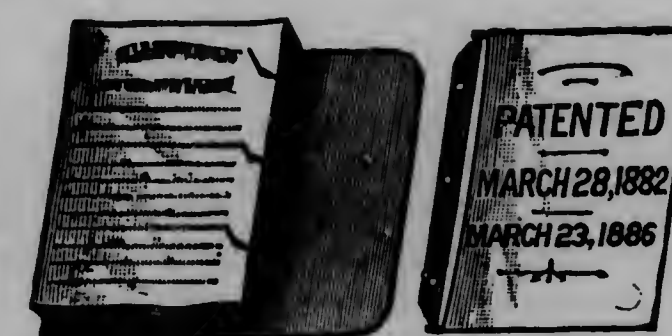
We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

J. A. LAKIN & CO.,

Send for Circular. WESTFIELD, MASS.

BIND "THE WORLD" YOURSELF.

A binder keeps the covers clean, keeps the file complete, and keeps back numbers where they can be easily referred to.



The beauty of the UNIVERSAL BINDER is that its back varies in width according to the thickness of the matter between the covers, so that, whether the binder contains one WORLD or a dozen, it looks almost exactly like an ordinary bound volume, and the magazine can be opened with perfect ease. The Binder does not hurt them for stitching later on, and some or all of them can be removed at will.

This magazine is an odd size, and the UNIVERSAL is made to order to fit, with "THE BICYCLING WORLD," handsomely stamped on the cover. It will be sent by express (not prepaid) to any address for One Dollar.

When you get it, you will like it so well that you will send for other sizes for your other periodicals, your pamphlets, your notes, or your music. In ordering them, send their measurements, adding one-quarter inch to the width and one-half inch to the length. Price lists sent on application.

The UNIVERSAL BINDER makes either a temporary or permanent binding. Address,

THE BICYCLING WORLD,

No. 12 Pearl St., Boston, Mass.

NOTICE.

Subscribers may receive the BICYCLING WORLD, post paid, at the following rates:

One year, in advance.....\$1.00
Six months "......75
Three months "......50

Single copies are for sale at the following places:
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.

G. E. Bidwell, 313 W. 58th Street, New York,
H. B. Hart, 513 Arch Street, Philadelphia.
John Wilkinson Co., 77 State Street, Chicago.
Sam'l T. Clark & Co., 4 Hanover Street, Baltimore
E. H. Corson, Rochester, N. H.
Lincoln, Holland & Co., 8 Washington Square, Worcester, Mass.

Lord & Thomas, Newspaper Advertising, 45 to 49 Randolph Street, Chicago, keep this paper on file and are authorized to make contracts with advertisers.

FOR SALE OR EXCHANGE.

FOR SALE—28-inch Expert Columbia, 1886 pattern, at \$85; 60-inch Harvard, \$25; 27-inch Am. Star, \$30; 50-inch Am. Star, \$35; 50-inch British Challenge, \$95; 55-inch Premier, \$50; 50-inch Champion, \$75. For particulars address JULIUS ANDRAE, 225 West Water street, Milwaukee.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

HANDY POCKET WRENCH. For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

LAST OPPORTUNITY!

For CHEAP EXCURSION TO

CALIFORNIA.

\$72 from St. Louis via Iron Mountain Route

\$60 from Kansas City via Missouri Pacific R.R.

Tickets are good for six months, limited to sixty days for going passage with stop over privileges at pleasure within limit of west-bound passage. Special excursion trains leave St. Louis via Iron Mountain Route, February 16th and Kansas City via Missouri Pacific Railway, February 17th. For All coupon offices in the United States and Canada will sell tickets to Los Angeles, San Diego and San Francisco for this EXCURSION.

BICYCLISTS'

"POCKET"

PHOTO-OUTFIT:



Weight, only 12 ounces,
PRICE, \$12.00.

THE CONCEALED CAMERA, \$15.00
Detective Cameras, Tourists' Cameras, Amateur Photographers' Supplies.

CATALOGUES FREE.

SCOVILL MFG CO.,

423 Broome St., N. Y.
W. IRVING ADAMS, Agt.

The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for \$100,

has ball bearings all round and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag; workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have the ball bearings added if they so desire at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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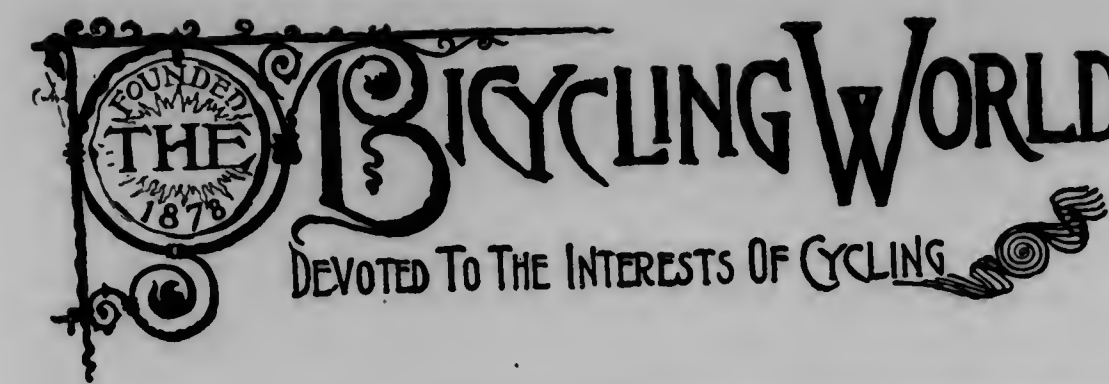
No Higher Grade. No more successful wheel ever appeared in the market than the NEW MAIL LIGHT ROADSTER brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent may be clearly understood. We wish to impress these facts: That

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Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 10 FEBRUARY, 1888.

THE Executive Committee, in its scheme for re-organization of the League, has deemed it best to relinquish to other hands the publication of the *Bulletin*, while retaining control of its official character. To accomplish this result it has entered into a contract with the publishers of this paper, and on and after March 2d, the BICYCLING WORLD and L. A. W. BULLETIN will be issued as one paper. While the responsibility and care of publication will devolve upon the BICYCLING WORLD Co. and its present staff, the League will retain control of sufficient space exclusively devoted to its official requirements. The standard of the joint publication will not be changed from that of the BICYCLING WORLD except as in the past, where we can improve. The combined circulation of the WORLD and BULLETIN will exceed that of any other cycling weekly in the world. This fact we call to the attention of the general advertising public as well as our patrons, as of significant importance.

THE position of official organ is not a new one to us, for when the League was first founded at Newport in 1880, on motion of Mr. Longstreth of Philadelphia, the BICYCLING WORLD was made the official organ of the League. This position it held for three years, when the *Wheel* received the honor. A year later the *Cyclist and Athlete* tried its hand, until the League undertook to do the publishing of its own organ, which it has continued to do up to the present time. We can only hope that the new arrangement will be satisfactory and beneficial to all concerned.

WE present in another column an epitome of what the proposed re-organization scheme of the League is to be. In this brief report it is plainly to be seen that the Re-organization Committee desire to cope with the more serious and important questions of the League government and welfare. The general idea we presented last week in our own language; this report is official and should be carefully perused by all. We like the ring of the document, and we think the members of the League will also like it.

SCHEME OF REORGANIZATION.

We are under obligation to the Secretary-Editor for the outline of facts in regard to the reorganization scheme of the L. A. W., as will be presented to the next general meeting. The committee consisted of Messrs. C. H. Luscomb, C. H. Butler, James R. Dunn and George R. Bidwell. The report says:

"Generally stated and as at present decided, the committee will recommend reorganization, practically upon the following lines: Recognizing and asserting the principal object of the L. A. W. to be to protect the rights of its members, to secure for wheelmen all the rights to which they are entitled, and to cause improvement in the condition of the public highways.

The League has too long suffered its energies to be diverted from the more important channels and wasted upon minor considerations affecting a very small fraction of our membership, neglecting the greater issues, while seeking to establish a hair-line, amateur distinction, of little, if any importance to the great body of wheelmen.

The National body should be representative, and State Divisions self-governing and self-supporting, uniform, however, in method of government, fixing their own dues and spending their money in and for their individual benefit, only contributing to the National organization enough to pay its running expenses, except in emergencies.

Small States, unable to accomplish work, by reason of limited membership, should be combined into territorial divisions of 100 or more members, due regard being had for locality, and so be supplied with equal opportunity to regulate their own affairs, with the larger States.

There should be a National Assembly, composed of delegates elected from and by the several State and Territorial Divisions, together with their Chief and Vice Consuls, thus securing a smaller National Board, and constituting it of representatives elected by the membership at-large (Consuls and Vice Consuls) and delegates chosen by the Division Boards. The body, thus created, combines both methods of selection, and cannot fail to be fully representative. General representation in Divisions should be one for each 100, and delegates to the National Assembly, one for each 200 Division members.

A change should be made in the fiscal year and the time of renewals, whereby the work of recruiting the League may be done in the riding season, when Consuls and representatives are directly among the members.

There should be provided privileges of addition representation for League clubs, securing to them, as such, a voice in the administration thereof. The maintenance of League clubs is a strong feature in the growth and permanence of the L. A. W., not only because each such club is a recruiting station for the League, but also because the clubs, generally, being conservative and well maintained, bring their stability to the L. A. W., and add materially to its power and influence in affecting the good work for which it was formed.

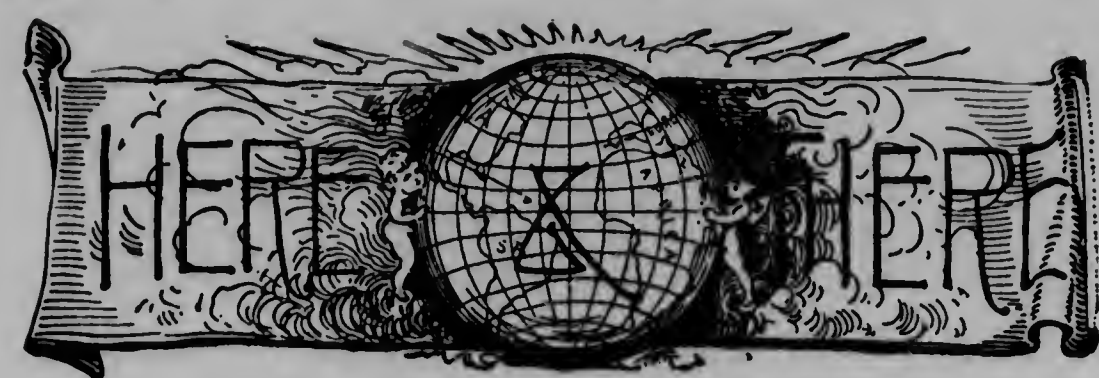
There should be strong committees in the National Organization, equipped to advise and aid Divisions in the directions wherein they may seek to carry out plans for the advancement of wheeling interests; localizing all work, as far as possible, and providing a means whereby the strength of the whole organization may be concentrated whenever and wherever the occasion may demand it. The Committee is of the opinion that far too much importance has been given to the maintenance of the amateur rule, and although believing that good moral character and age limit, is the qualification upon which should depend membership in the L. A. W., it prefers not to depart too far from a line at one time demanded by the membership, until that membership shall indicate, without shadow of uncertainty, that it also believes the time for the abolition of the amateur distinction has arrived.

The present cumbersome means of acquiring membership should be changed, and any applicant of good moral character, eighteen years old, should be entitled to admission, after two weeks' publication, unless protested in the membership committee.

SOME papers, especially the foreigners, do not seem to be able to get it through them that we moved from Pemberton Square nearly two years ago. There is no No. 8 Pemberton Square now.

THE Kempster rowing tricycle has made its *debut* in England, with Wallace Ross "up." We are honest in our doubts of its ever being a practical road machine. They call it the "Road-sculler" in England.

MALTBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl Street, Boston.



ENGLISH LETTER.

"SENATOR."

FROM the mountains and valleys of picturesque Wales I now salute the BICYCLING WORLD'S readers. I have had the pleasure of spending many spring-times and summers in this locality and in truth the old farm-house, which stands about the centre of the county which divides England from Wales (it being in England by a few hundred yards), looks as inviting as the day I left it to seek "fame and fortune." True, most of the contemporaries of my youth (male and female) have, like the young birds, flown from the parental nest, and like myself are wandering up and down the land. The old-fashioned Baptist Chapel, lighted by oil lamps and wax candles, whose perfume is often more successful in keeping the country audience more wakeful than the artist in the pulpit, is quite a contrast to the splendid church of the renowned Spurgeon of London, whom I had the pleasure of seeing and hearing two weeks since.

I THOUGHT this morning I had developed into quite a crack shot, as when out shooting with an old friend of my youth, Colonel Charles Byrde, our local magistrate, a pheasant "got up" and I banged away both barrels, and down he came; but on the dog's catching him after a ground run, it was found he was possessed of only one wing, the other had evidently been shot off some months since. I had not touched him; so my friend smiles when my shooting abilities are talked of.

I AM here for rest and recreation, but my country friends are in truth making rest out of the question. My week's engagements as written down on a slate are as follows: Monday—Rabbit hunting and coursing; Tuesday—Fox hunting with the hounds; Wednesday—Pheasant and partridge shooting; Thursday—Chairman at the twenty-fourth anniversary of local Sunday school; Friday—Dinner invitation from Colonel Byrde to meet old friends; Saturday—Go to town and talk to the country people who assemble to sell ducks, etc.; Sunday—Invited to preach in local Baptist church. So you see they are making it hot for me. "I came here for rest (?)." The trick riders are raising merry Cain in London; "they all want the championship of the world," and won't be quiet until they all get it, so says the *Sporting Life*, in which the war wages. Maltby and Kaufmann, both Americans, are the most eager to cross words, and the former, a Birmingham (Conn.) lad, is, in my opinion, the best man; he certainly has offered the Rochester man the best of arguments and terms to come forward and see "who's who." Temple of Chicago says: "Hold on, boys, if Howell and Wood don't challenge me twice within fourteen days, I'll 'clip in' and see what Chicago can do." Little Hurst of Toronto, who is touring in the provinces, sent up a shout the other day, and says he defeated Kaufmann at Buffalo in a contest, and wants to "chip in," and an unknown (to modern riders), Martine by name, says: "I'll take a turn at the wheel." So wages the war in the trick world. In the midst of all, D. J. Canary (the relic) is performing at Newcastle-on-Tyne, "and openeth not his mouth." What did I say a short time since? Canary is no longer an artist.

THE popular Irish-American, W. M. Woodside, is now in Ireland attending to the last will and testament of his late respected father. Woodside is now possessed of property in Philadelphia, Pittsburg, and Ireland, worth, it is estimated, over a hundred thousand dollars. He is not as yet tired of a professional life, and his letter to me, in which he says, "as long as you are satisfied that I can be of use to the American team, my services are at your disposal. I should like to visit the Continent and America again," shows the fever is yet strong on the Philadelphia lad.

I RECEIVED a long letter from John S. Prince, ex-American champion, the other day, in which letter John enclosed many newspaper cuttings, I suppose for my own special benefit. In one I read of an astounding challenge issued by persons called "Stillman Georgous Whitaker" and "John Shillington Prince," for the "world's," as usual. Well, if the highfalutin names don't knock Dingley and Company out, they ought to. Prince says: "I'm going to try and

recover my lost position in the racing world." I might tell Prince he is too late. It will be shutting the door after the horse has escaped. Prince's day has come and gone forever and forever. He will always be a good long-distance man, but never fast for a mile. His 2.39 was the great mark of his racing life. He run it by accident, and can never beat men like Howell, Temple, Woodside, Neilson, and Rowe again.

YOUR Minneapolis lively "Gentleman John" is now roaming the streets of Edinburgh; he was there at least ten days ago, as I received a special "illustrated letter" from "good, old Bruce," full of fatherly advice as usual. He told me of meeting an only sister who had developed into a lovely girl, and grown so much that he could scarcely recognize her. A true brother and friend is J. P. Bruce. He promised to meet me in London, but the sudden sickness of a near relative spoiled his plans, so we did not meet. I understand Mr. Bruce has fallen heir to over forty thousand dollars in this country, and his present trip is to settle affairs up. I understand he will visit Coventry and other centres before returning. His letters will no doubt be very interesting.

THE Birmingham local centre of the N. C. U. was in open revolt recently over a batch of "impertinent" queries put by the London parent to our "Billy" Illston, "Bobby" Cripps and several of the Midland racing lights. The local centre kicked, reared and plunged so much that Finlay & Co., London, got scared and sent a case of Mrs. Winslow's soothing syrup to the boys, who on the Londoner's solemn assurances "not to do it again," forgave them, and the N. C. U. still lives, but only lives or drags on a miserable existence.

MR. FRED ALLARD, the crack tricyclist, now a "suspend," asked me the other day if I could "make it worth his while to turn professional." "Of course I am a 'Pro.' as judged by the N. C. U.," continued "Freddy," "and will next season be open to meet all comers on the three-wheeler." Allard, Oxborrow, Illston, Cripps, Wareham, Englehardt, and Buckingham are nothing but "Pros," and should be classed as such.

I RECEIVED an invitation to dine with a famous cycling Baronet the other day, "Sir George Featherstone, Bart." President of the Tenby (North Wales), Cycling Club. It was the occasion of the club's semi-annual feed with its cycling noble in the chair. An apology for the pain of having to refuse was duly sent.

THE French team who have been with us recently have given us much satisfaction, and two more trustworthy, respectable and better men than Jules Dubois and Charles Terront would be hard to find.

THE *Cyclist's* Christmas number, the "Lantern," has been sold out twice, so a third edition is necessary. That alone speaks volumes for Henry Sturme's 1887 effort—a thorough *resume* of everything in 1887 appertaining to cycling that was thought of. No wonder Mr. Sturme cannot find enough time (like myself) to get married.

I WAS pleased to see that Mr. Charlie Howard had been promoted to the important position of city editor of your well-known *Boston Globe*. I know no worthier man for honor than Mr. Howard, and the promotion is the true reward for merit.

I SEE great prominence has been given to Dingley's recent records, and the statement that he beat W. J. Morgan's 8 and 24-hour records. When we take into consideration my "records" were the first day's performance of two six-day races, Mr. Dingley can't gain much from that. He made an attempt for the record. I did not.

THE American team will be full on the war path in a few weeks, and the manager is preparing an Easter surprise for the Britishers, and Howell in particular. Much challenging among Howell, Wood and Temple is now going on.

PHILADELPHIA.

"LANCELOT."

THE cold weather we have had of late has not interfered with the interest evinced in bicycling. The Schuylkill River with its fine smooth surface of ice has been alive with parties of tricyclers on singles and tandems. The ladies were plenty, and seemed to enjoy themselves immensely on the ice. Skating was knocked completely out, and the fastest skater was left far behind by the tricyclers. Some enthusiasts thought they would try it on the ordinary bicycles, but found that those machines were not calculated for ice, and soon gave it up, in fact, had to give it up, and in many instances departed for home a great deal sorer, sadder and wiser than when they started, and it is not likely they will try the experiment again in a hurry.

This appears to be the season for prizes. One-thousand-mile medals will be given by the South End Wheelmen to all members who ride that distance during 1888, and an extra bar for every ad-

ditional one thousand miles covered. The Tioga Wheel Club's prize consisting of the club silver cup and gold medal was awarded to Richard Dallett for riding the greatest number of miles during 1887, he having covered 2502 miles. For the greatest number of rides of over three miles each, a gold medal was given to I. Van Deusen, Jr., and for the longest ride in one day, the distance being 103 miles, C. S. Liesen carried off the gold medal.

SPEAKING of prizes, Fleming and Collins are mighty proud of the gold medals they received from the Century Club for being the first two members to cover one thousand miles on the machine. A number of other members of the club received bronze medals for riding one thousand miles during the year.

If you were here you might be one of the fortunate recipients of the handsome invitation cards to the grand house-opening of the Pennsylvania Club on Washington's Birthday.

PERHAPS you may not have heard of our Frankford Club. It is a small, but a remarkably healthy and vigorous one, and can boast of two or three good riders. Well, they have elected their new officers for the ensuing year.

A MOST enjoyable time was had last Thursday at the Century Club's "Smoker." George Brown was a whole reception committee, and the moment you entered you were made welcome. The Century Quartette did some fine singing, and Collins made a hit in singing the "Prodigal Son." We certainly hope to receive an invitation to the next one. The South End Club's Bugle Corps is a beauty. W. W. Roberts is the leader, and there are eight members.

WE are to have a new quarter of a mile cinder bicycle track. It will have a gravel foundation under the cinders, and will be raised on the outer edge. The Tioga Athletic Club will build it round its new grounds at Bellevue, as soon as the weather will permit.

THE name for the new cycling organization is to be the Associated Cycling Clubs of Philadelphia, and the clubs included are the Germantown, Philadelphia, Tioga, Century, South End and Pennsylvania.

THE extremely severe weather is over, and society now will have an opportunity for enjoyment. There are long and interesting programmes to be executed, but Lent will suddenly terminate all outdoor enjoyments, and fashion and beauty will draw the customary cowl over their eyes for forty days. Our fashionable people will, as usual, migrate to our nearest sea-side resort, sixty miles, Atlantic City, where the days are lovely and the time seems to pass on wheels.

NEW JERSEY NOTES.

"RATCHET."

THE tournament of the Amateur Athletic Bowling League, in which teams from the New York, Brooklyn, Jersey City, Elizabeth, Roseville, Orange A. C.s and Palma Club of Jersey City compete, is drawing to a close, and the finish is likely to result in some fine work, as the Jersey City and Palma teams are tie on 7 won and 3 lost, and New York close up with 6 won and 4 lost. Elizabeth has won 6, lost 5; Roseville, won 4, lost 6; Brooklyn, won 3, lost 7; Orange, won 3, lost 8. But six games yet remain to be played, and as Jersey City has to meet Palma and Elizabeth, New York to meet Palma and Roseville, Brooklyn to meet Orange and Roseville, a little figuring will show that some change may occur, though of course the two games last mentioned can have no bearing on the result.

HOWARD A. SMITH was to pilot a party of three-wheelers to Paterson over the ice on Sunday, but the rain on Saturday knocked spots out of the trip.

E. J. DECKER of this city only missed four days' riding during January, and pushed his Springfield Roadster over about one hundred miles of ground during the month.

D. B. BONNETT, the "vet." of the Elizabeth Wheelmen, is not to be driven from his favorite pastime, as I saw him merrily bowling along High street on one of the coldest days last week (and some of them were cold), his mount being a rear driver.

A WARM, drizzling rain which set in on Saturday morning and kept at it until Sunday morning, has put our streets in a beastly condition, and even the tough urchins, who usually stand almost anything, have been compelled to give up their favorite sport of coasting on the side streets.

MR. EDITOR, will you kindly inform me what target is used by the Warren Wheel Club in their rifle practice, and the distance? Judging from the score published, I should think they used the "American Standard," on which the bulls-eye counts 10, 9 and 8. If, however, they use the "Massachusetts Decimal," their scores are very

low. The latter target, on which the bulls-eye counts are 12 and 11, are used altogether on the ranges hereabout. [Will ascertain and advise.—ED.]

THREE months yet to the Inter-club road race, but the boys are beginning to talk it up already. The Union County Wheelmen, I am told, intend to put in a better team than ever. I haven't heard whom the Hudson Countys will put in for fourth man, but he will have to be a good 'un to keep up his end with Kluge, Stenken and Baggott.

OUR Billy's gone over the ocean;
Our Billy's sailed over the sea;
And if he should lick Dickey Howell,
How happy our Billy would be.

Ah there, stay there,
On t'other side of the sea;
Ah there, stay there,
Or bring Dickey's scalp home with thee.

PITTSBURG and VICINITY.

"DUQUESNE."

MR. EDITOR, you failed to take the right meaning out of my squib last week on Rover type machines. The "experiment" did not refer to the machine, but to the change from the ordinary to the Rover type, just as two wheelmen might throw aside their single mounts and get a tandem (to try the experiment). The tandem's utility has been proved, but it would be an experiment to them unless they had ridden one before.

So they are going to cut down the representation in the L. A. W. Board of Officers. I think it a good scheme, as the more power is centralized (up to a certain limit) the more responsibility is attached to an officer. This will necessitate some scrambling by seekers for office in some sections, but there are two representatives here who have no longing for office, Messrs. H. E. Bidwell and S. H. Murray. Both of these gentlemen have said that they have had enough, and they will no doubt be glad to drop out.

RATCHET, thank you for the information. I'll have to buy or borrow an "Indispensable," now.

RECORD OF

THE WEEK.

DURING the late baby blizzard that we enjoyed we became so cold in our sanctum that we could scarce pen the items that our Devil was loudly calling for. Our brain seemed to congeal, and our fingers became numb and refused their office. We tried every method we could think of to get warm, without avail; we were rapidly becoming numb, when, happy thought!! we grabbed a bound copy of Dante's *Inferno*, a copy of the *Spectator*, and one of the *Wheelman*, and then we sat on the collection and pondered on the matter that was beneath us. These thoughts and the warm character of the literature which served as our cushion, soon sent the blood madly coursing through our veins, raised the temperature of the room to such a height that we had to open wide the windows and let out the super heat. Hence the January thaw and the balmy condition of the air during the first part of the week. Fact!

THE Boston Bicycle Club will take their annual dinner at Parker's to-morrow, Saturday night.

Pastime is a new weekly devoted to sport. It essays to cover all branches of athletics and sports.

THE plan of re-organization as outlined by the Executive Committee can but be one that will insure universal satisfaction.

AUSTRALIA is now enjoying the height of the cycling season: Green grass, balmy breezes, straw hats and palmleaf fans are the order of the day.

THE Troy Club held a very enjoyable entertainment last Monday. Boxing, fencing, bicycle drill, and tugs of war went to make up an interesting programme.

FENLON, the crack London cyclist, and Captain Whitney of the Boston Club are both going in for sheep farming; one in New Zealand and the other in New Mexico.

LYNN Item seems to think it about time to present Mr. Jack Prince at the baptismal font of the L. A. W. That's good enough, and why not crowd in our friend, Mr. McCurdy?

ELWELL of Portland is undoubtedly the great touring projector of this country. His latest scheme is to organize a party to "do" England and Ireland during the year 1889. If Mr. Elwell starts in earnest to put the tour through it will go and make no mistake.

Good looking F. F. Ives, he late of the Victor team, will abandon the professional ranks, and take it out of humanity by extracting teeth and turning molars into miniature gold mines.

The great Stanley show in London for 1888 will be an incident of history by the time this paper reaches our readers. The Pope Mfg. Co. have space in the exhibit. This is carrying the war into Africa.

The *Item* seems to think that the element of cohesion is wanting in the make up of the "Senator's" team. That may all be, but so long as the "galaxy" make money we opine they will cohere without much trouble.

Now that it will soon be our pleasant duty to appear before the members of the League every week, we shall aim to educate our readers up to the class-time-limit theory of racing. This and nothing more.

MR. RALPH TURNBULL, a cyclist living in Newcastle, Australia, is described as a man who races from the word "go" to the finish. He is described as being extremely popular and admired because of his plucky, dashing method of riding. We commend this method to the milk-and-water-highly-intellectual theorists. Would that the Turnbulls were more numerous.

SCARCE a month passes without some mention being made of an invention whereby it is claimed that steam can be applied successfully to the propulsion of the tricycle. Even as we write these lines we imagine we hear afar off tintinnabulation of the C. B. However, we desire to record the latest. In brief: The principal of the revolving piston is used, and the inventor is Rev. Thomas Jones, L. L. D., of Cudworth, England. It is further claimed that by this method six horse power may be extracted from a one horse power boiler.

AN exchange says that "John A. Wells of Philadelphia backs himself to ride up Corey Hill over his own signature." To climb up Corey without any such impediment in the way is a pretty good feat, but why throw his signature in the way? Sure it is not a big one, only just simply "John A. Wells," still it might stop him. Now if Mr. Wells will substitute the signature of Mr. Page of St. Louis, said signature to be as large and ponderous as the self esteem of said Mr. Gage, we will go a fiver on Corey and the sig. Yes, Corey Hill and the signature of Mr. Sage, the latter to be as large in proportion as the self-importance of the signer would be a dual difficulty that no living cyclist could surmount.

MR. J. H. SHURMAN comes bravely to the front with a proposition to race Messrs. Greenwood and Wells up Corey Hill. His proposition is to start the three men up Corey, and the man who stays on his machine the longest, to win the race. Mr. Shurman is willing to put up \$25 if the other two men will also put up \$25 each. The \$75 thus subscribed to be put into a fine medal, or \$50 to be thus applied, and the winning man to receive his entrance fee of \$25 back. Mr. Shurman also suggests that the Boston Club take charge of the details of the contest and superintend the affair. Mr. Shurman is in earnest, and would like to hear from Mr. Wells and Mr. Greenwood, and so would we. Mr. Shurman further says he would like to have the contest take place some time in May or during the first week in July.

We rather think the following takes precedent as the "strangest on record." "Finishing my 301st mile for '88 on Friday last, on the last hill but one into Caterham, the front wheel of my safety picked up a large stone. This jammed up against the stays of the front mud-guard, which was immediately crumpled up like paper, the end carried into the front forks, three spokes knocked out, and, unfortunately, my left knee came in contact with the corner of the broken mud-guard, and it was cut to the bone of the knee-cap. I just managed to ride down to the Caterham Hotel, where I was put to bed, and the knee sewn up, &c. It will take some time to heal. Have you heard of any similar case? I have often picked stones up with the wheel, but never before with any bad result. With kind regards. We rather hesitate at starting a 'Singular Accident' column, but this does strike us as a complicated mishap. What say our readers?"—*Bi News*.

The man who wrote the *Bulletin* that good beds could be secured for sixpence a night is criticised by nearly all the English cycling papers, one of which comments thusly: "We are perfectly certain that if he often put up for the night at hotels or inns in England, when on tour, for sixpence, he must have had to 'rough it' considerably, and dispense with many of the accessories of a lodging which civilization has taught us to look upon as necessities. Sixpence might cover the rent of a room for a night, but how could any landlord or landlady, even with advanced ideas on the subject of economy, throw in the cleaning of the appointments of the apartment and the needful attendance? We don't hold with those

who say 'tour well or not at all,' and, therefore, are willing to encourage the coffee-tavern movement to any extent, but we would never think of occupying, or looking for, a night's lodging for sixpence, and those Americans who think such are frequently met with in England will be vastly disappointed if they come over here expecting to find them."

THE English papers, *Wheeling* and the *Cyclist*, are by the ears because the former paper does not believe in the life-boat sustentation fund. The editors of *Wheeling* say that enough has been done by the cyclists of Great Britain in furnishing the boat, and they think the sustentation fund is piling it on too thick. So the war waxes fast and furious. In this article decrying the subscription, *Wheeling* says: * * * "There is all too little money in the cycling world for public purposes as it is; and, this being so, riders should remember that charity begins at home. There are our roads in places disgracefully kept because no public volunteer association has funds enough to prosecute the selfish, greedy local highway boards who have succeeded to the turnpikes, and compel them to do their duty. 'Road-hogs' drive down unoffending cyclists, and the N. C. U. pleads insufficiency of cash to prosecute the offenders. Why? Because, or partly because, a philanthropic gentleman, with a paper at his beck and call, says—'Send your money to the Life-boat Sustentation Fund!'" * * *

A LOUD knock was heard the other day on the door placarded "Racing Board;" on opening it, the worthy chairman discovered the manly form of he who is known in racing circles as Phil Hammel.

"I want to come in," quoth Hammel.
"Good, straight amateur now?" queried the chairman.
"Strictly pure and spotless," replied Phil.
"Stopped racing?" asked the inquisitor.
"N—o," drawled Phillip.
"Will you forswear the racing path hereafter?" demanded Dr. Cooley, making the crack of the open door smaller.

"Not by a d—elicious sight," yelled the pure Hammel, and the welkin rang, and re-echoed with the noise from a slammed door and poor Phil stood out in the Dakota blizzard trying to anathematize the R. B. but it was a frigid day for Phillip, and the words fell in frozen chunks on to the unsympathetic ground. Now, Mr. Percy Stone, you try your powers of persuasion.

AN excellent story comes from *Sport and Play* of how a certain novice, who had been very unsuccessful, ran a handicap race at a country meeting in England. He had won his first heat and was therefore in for the final. The novice's name was McSticker, and he hailed from the 'Land o' Cakes.' The final heat in due course came round, with the usual queries: "Are you going through?" addressed to the man from the land of the thistle. "I am, you bet," he said. Thereupon McSticker was drawn on one side, and asked to finish second; but, being a novice, the suggestion was repudiated with scorn, in fact the scorn measured nineteen feet by twenty-two feet, which shows its magnitude. The final was started and run, McSticker tried his hardest, but what he gained on the hill he lost on the flat, and the sixty yards man just managed to win by half a wheel. Mc. was riled and pumped out, though, as he had not backed himself, he did not care so very much. But what was his surprise and disgust, when, as he wheeled his machine off the track, a gentleman with a satchel slung over his back, came up to him and said: "You managed that race grandly, old man, and no one could tell you lost purposely; here's half a quid for you, you've saved me just sixteen pounds." Mc. took the half thick 'un, and thereupon resolved to retire from the path, as unfitted for the pure amateur.

"I CAN climb 'Snorie' Hill steen times with one leg and hold my breath," modestly murmured Gal Heenwood, as he flecked a Missouri mosquito off the end of his proboscis. "What's that?" sharply demanded a man named W. A. Jells, who wore a wide-brimmed hat and sad-colored clothes. "I can climb Snorie Hill twice to your once, and I'll ride the machine backwards," excitedly shouted the soberly-clad individual, as he danced round in a paroxysm of defiance.

"I'll bet a million dollars that—that—that—" broke in a man who answered to the name Rack Dodgers, and wore a shiny hat and good clothes.

"Sic 'em!!!" said a small, still voice all the way from Boston. "Sic 'em, Snorie's Hill is a corker, but your talk, gentleman is a corker."

"Oh, shut up," said a man they called Rage, and who hailed from the city of Anhuesser Busch. "Shut up, listen to me; you fellows from Boston are no gentlemen; you fellow from Philadelphia, what do you know about hills? Look at me, Dodgers, look at me hard, you pusillanimous personal pronoun, what do you know about hills or journalism? What do—"

THE CLARK CYCLE COMPANY

SUCCESSORS TO

SAMUEL T. CLARK & CO., - - - Baltimore, Md.

Owing to the increased business of the above firm in the past two seasons, during which time the

New Rapid Bicycles & Quadrant Tricycles

Have become so thoroughly and favorably known to riders throughout the country, it has been found necessary to increase our facilities for handling this growing trade, and for this purpose the above corporation has been formed. And in making this announcement to the cycling public, we consider it an opportune moment to ask them to

Remember, that we were the first to introduce on the American market our now famous method of wheel construction, with **TRUE TANGENT SPOKES**, and that while every American Manufacturer of note has been forced to copy it, we still have, in all our **NEW RAPID CYCLES**, the **best** and **strongest cycle wheels** ever made.

Remember, too, that the **Quadrant Steering**, as applied to all our **QUADRANT TRICYCLES**, remains unequalled as a **perfect steering device** and **anti-vibrator**, without the use of springs to the front wheel.

Remember, first, last and all the time, that we shall be in the field for

The Season of 1888

With a line of Cycles, all kinds, that cannot be surpassed in an any respect.

WRITE FOR CATALOGUE.

THE CLARK CYCLE COMPANY,
Baltimore, Md.

When we are compelled to use racing wheels to make records,

WE SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350 1-2 Miles in 24 Hours,

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 * MILES * IN * TWENTY-FOUR * HOURS.

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

 Catalog cheerfully mailed on application.

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

J. S. MURRAY, Agent, 100 Sudbury Street, Boston.

"Sic 'em," came the voice from Boston. "Bring on your men and Snorie—"

"Shut up," shrieked Mr. Rage. "You're an amateur, a poor, drivelling, amateur journalist. Look at ME. I am the exponent of all that is great. Fall down and worship ME."

And they all fell at the feet of this Quintessence of Wisdom and Worshipped him. But Rage was aroused, and casting his withering glance over the intervening space between Himself and Snorie Hill, He blasted that Hill and shrunk it so that in the place where the towering eminence once stood, a pit appeared, scorched as though by a volcanic fire. In His mercy, however, he permits us to breathe yet a little longer.

WHEEL CLUB

NEWS.

THE Rhode Island Wheelmen at the beginning of last season bought a Columbia tandem and a Victor single for the use of club members. The investment proved a profitable one, and has done a good deal of missionary work in interesting ladies in the use of the wheel. Tandems had a great boom in Providence last year, and now there are more ladies wishing to ride than there are tandems to be ridden. The Rhode Island Wheelmen will elect sixteen lady members at their meeting of February 13th.

THE seventh shoot of the Warren Wheel Club took place Tuesday evening, resulting as follows: Noble, 94; Anderson, 93; Savell, 91; Read, 90; McCormick, 90; Wiggin, 88; Frost, 88; Andrews, 87; Bicknell, 85; Smith, 82; Tobey, 81. The club would like to make a match with any team of five men from cycle clubs in Boston and vicinity.

ON the evening of Feb. 1st, members of the Rhode Island Wheelmen, to the number of fourteen, enjoyed a sleighing party to North Attleboro', where they were royally entertained by the Columbia Club. Supper at the Wamsutta House, and a social and dance at their cosy club rooms constituted the programme, which, with the long ride home by moonlight, made to the participants a most enjoyable time.

AT the annual election of the Melrose Cycle Club the following officers were elected: President, Dr. Charles L. Sprague; Treasurer, J. N. Hopkins; Secretary, George Sargent; Captain, Charles R. Coburn. The club will hold a grand promenade concert and ball in the Town Hall, March 2d. During the concert an exhibition of fancy riding will be given. A barge will run into the city at the close of the ball. It is hoped that a large number of out of town wheelmen will be present, as the club are working hard to make this one of the most enjoyable events of the season.

THE Hudson County Wheelmen had a rousing big turnout at the annual meeting, held 2 February, at 555 Communipaw avenue, Jersey City. Among other important business transacted was that relating to the entertainment, which I mentioned last week. The date agreed upon is Friday, 2 March, and the place the Pavonia Rink. The Arrangement Committee reported the positive engagement of "Around-the-World" Stevens. The election of officers resulted as follows: President, Dr. E. W. Johnson; Captain, E. P. Baggott; First Lieutenant, W. E. Eldridge; Second Lieutenant, T. J. Gubler; Sergeant, F. C. Sheldon; Right Guide, W. Robertson, Jr.; Left Guide, H. C. Pearsall; Secretary, T. F. Merseles, Jr.; Bugler, G. L. Bettcher; Color Bearer, N. C. Feury; Trustees, C. A. Stenken, H. Strongwell, F. Eveland. The programme is not fully decided upon as yet, but will probably include a parade, and a drill, with four cranks and four Stars in, beside the races and fancy riding by the "Star Kings"—McAnny and Stout, and others.

MALTY AT HOME.

W. S. MALTY, the professional trick rider, arrived at his home in Shelton, Connecticut, after an absence of two years. He is only 21 years of age now, and we doubt it there is a man of his age who can show the record of travelling round the world on his own resources and return with more money than he started with. His reception at home was a brilliant one. The citizens turned out en masse, and gave the traveller a warm reception. As he arrived after dark the occasion was enlivened by a great burning of red fire and Roman candles. Since Mr. Maltby's start two years ago, his mother died, but in the interim his father married again, and so on the return of the son he saw his step-mother for the first time. During his trip he has covered upwards of 50,000 miles. He started from San Francisco, thence to Honolulu, Australia, Java, all the principal cities of India, then home via Egypt and Great Britain. Mr. Maltby's trip has been a success, artistically and professionally. He is open to a limited number of engagements through the Eastern cities, and any communications addressed to this office or to Mr. Maltby at Birmingham, Conn., will receive prompt attention.

A BICYCLE BALLAD.

WHEN Charley Smith reached sixteen years

He settled in his mind
'Twas time he had a bicycle,
But cash was hard to find.

By dint of strict economy,
And by persuasion's force,
At last his wish was gratified—
He bought his iron horse.

No wretched bone-shaker was his,
'Twas made of polished steel;
Charles said that he could never know
A wee on such a wheel.

At first it took a devious course,
And scorned to be controlled;
It seemed to have an imp inside,
Which would not be cajoled.

A zigzag motion it preferred—
It seemed to have a whim
For travelling upon its side
Instead of on its rim.

But Charley, though a tyro, meant
His object to acquire;
He did not tire o' trying hard,
To keep it on the tire.

Hard-won success at length was his,
He seldom got a spill;
He used to show at Stamford Bridge
Rare prodigies of skill.

Whene'er he started for a race
He always was at scratch,
But long before the mile was up
His rivals he would catch.

He'd laugh when judges made him take
A heavy handicap,
Secure that he would get a place
Before the final lap.

Then having won the honors which
The cinder path can grant,
Our worthy bicyclist began
For wider realms to pant.

He rode from London down to York,
From thence to Aberdeen,
And next amongst the Cambrian hills
His bicycle was seen.

He soon exhausted British parts,
And craved for foreign climes;
He rode from Paris to Berlin
Some five-and-twenty times.

No hill appeared to him too steep,
No journey seemed too long;
At last he screwed his courage up
And rode right up Mont Blanc.

'Twas ticklish work; two weary days
He rode without a stop;
At last his object was attained,
He stood upon the top.

But going up a hill, you know,
Until you reach the crown,
Indubitably easy is
Compared with going down.

He put the brake down hard, and kept
The treadles well "in hand;"
Yet, sad to say, his big machine
Was soon beyond command.

The brake gave way, but he would not—
He sped on like a flash,
Expecting every moment that
There'd be an awful smash.

He passed the falling avalanche,
He raced and beat the wind;

His shadow could not keep it up,
He left it miles behind!

Those who have studied Switzerland
Know well how far it lies
Above the level of the sea,
Considering its size.

It follows, then, that when he reached
The cool and pleasant vale,
He could not stop his fearful flight,
Or I should end my tale.

The impetus which which sped him o'er
The torrent and crevasse
Impelled him into Italy,
Across the Simplon Pass.

He did not pay the Custom's dues,
Nor stayed to view the lakes,
He found himself by Naples Bay
Within a brace of shakes.

Vesuvius was right ahead,
His course he could not stop;
Before he well knew where he was
He neared the smoking top.

The dismal crater widely yawned,
He could not change his course;
Down, down fell Smith and bicycle,
Like Curtius on his horse!

—H. M. P. in "Boys' Own Paper."

THE ROSEVILLE TRACK CHANGES HANDS.

'Tis a sad, sad story but it must be told, and if I don't tell it now some other fellow will score a "scoop" on me, and then I'll catch "rats" from ye editor. So here goes:

The Roseville cycling track, with all the stands, fences and other property pertaining thereto, was formally seized upon during the past month to satisfy a claim for arrearage of rent. The property was offered for sale on January 16, and was bought in by Mr. Swift, the owner of the ground. This claim was presented some months ago, but final action was postponed to allow the New Jersey Cycling and Athletic Association to raise the requisite amount by subscription, if possible. The Association made a noble effort to raise the necessary amount, but was unable to do so. The sum which was subscribed, however, amounted to about four-fifths of arrearage, and the owner was told that this amount would be paid to him on account provided he would guarantee the grounds to the Association for 1888. This he refused to do, unless the claim was paid in full. As the Association was unable to raise the full amount, the wind-up came last week, as stated.

A rumor has been going the rounds for a long while to the effect that the Roseville Athletic Association was very anxious to get possession of the Roseville property, for the purpose of devoting it, not only to cycling but to general athletic purposes. How much truth there was in the rumor, deponent saith not. Mr. Swift is a very prominent member of the Roseville A. C.

It was generally supposed in Newark that the Cycling Association had so arranged matters as to be sure of holding the grounds this year, and a big season's sport was looked forward to. The Association spent over \$12,000 in fitting up the property and getting it into its present shape, and it seems rather hard luck to lose that amount for the want of a paltry \$500. An officer of the Association said to me yesterday that if he could have placed his hands on \$15,000, he would look for no safer place to invest it than in the Roseville track. On the other hand, some of the stockholders have stated to me that the affair would never, in their opinion, be a success. I understand that the cycling track will not only be a fixture, but will be put in first-class order in readiness for any clubs which may wish to run early tournaments.

RATCHET.

Newark, N. J., Feb. 7, 1888.

MALTBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

THEY are getting the thing down pretty fine in the sport of base ball when they start a detective system to watch how each member of the different teams behave. An espionage similar to this might be a good thing in the cycling ranks. We then could perhaps find some interesting thing, in regard to how really pure the simon pure amateur is.

A LONG RIDE ON ONE WHEEL.

"SMANGLE," Pickwick B. C., who seems to have been long absent from cycling London, sends an extract from "Der Radfahrer," which he considerably translates. The matter is of some interest, and we are sure our readers will join with us in thanking him: "An occurrence of great interest to our sport is to be recorded. A few Sundays ago, on the occasion of the Hamburger Bicycle Club's run to Ahrensburg and back, this stretch of 46km. (about 28 English miles) was accomplished upon one wheel by Richard Schulz, one of the members, already known as a trick-rider. Until now, it was considered scarcely possible to turn the one wheel to any practical use, because it required an immense amount of perseverance to enable one to ride for any length of time upon a machine that affords no rest to the rider. Schulz, moreover, took the best riders along at a very good pace, so that, in spite of the very muddy and soft state of the road, the mile (nearly four and one-half English miles) was covered in half an hour. Even 'gutter stones' and bad paving were no hindrance to the one-wheel rider, so that, as regards safety, this machine is to be preferred to the ordinary—that is, when one can master it as well as Schulz did. On the way back after dinner, Schulz showed no trace of fatigue, and caused the greatest sensation everywhere. The performance is indeed a grand one, and will not easily be beaten. Schulz never rides a machine specially constructed for the purpose, but always uses the front wheel of an ordinary 52-inch bicycle, fitted merely with fork and handle-bar."—*Bi. News.*

We shall describe the 1888 pattern Victor Safety in next week's issue.

We are in receipt of an invitation to be present at the opening of the Kings County Wheelman's new club house, Brooklyn, on the evening of Feb. 21. We would like very much to be present, but we fear we cannot.

MALTBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

Bi. News, with its usual air of gravity, thinks that it has discovered something new in the fact that cities and towns in the United States are sued in cases where personal damage occurs through a bad condition of the highways. We would suggest to the editors of *Bi. News* that they take the *WORLD* home with them and read it carefully, thus becoming acquainted with the ways of America and the laws that govern the use of her highways and roads. To use *Bi. News'* own "original" (?) remark, "There's nothing new under the sun."

THE reason why Kaufmann and Maltby could not come to terms on a match to decide the trick-riding championship, was because there were several points on which neither would give way nor budge an inch—such, for instance as the following: Kaufmann wanted to count points on the ordinary bicycle, the Star, the velocipede stage wheel, etc., his idea being that the man who was most proficient on all kinds of machines was the champion. On the other hand stands Maltby, who goes for the ordinary bicycle only, and parts thereof. Kaufmann wanted the contest to take place privately, and on a stage; Maltby was for a flat surface and open to the public. And so as neither would give in, the match was dropped.

VOLUME 2 of Stevens' "Around the World on a Bicycle" will be issued simultaneously in London and New York some time in April. The last of the *Outing* series will appear in the April number of the magazine, and the book will be all ready for publication shortly after. The volume will contain a great deal—not less than one-third—new matter, which will not have appeared in the *Outing*. Stevens has reserved much of the most interesting part of the narrative, relating to his adventures in Afghanistan, his imprisonment, and all of the 6000-mile retreat around to India, for volume 2 of the book. Volume 2 will be of the same size and appearance of volume 1, but will be a far more interesting book in itself. Not only will it contain the most thrilling part of the tour, but it is written with a more experienced pen. Chapter 1 of volume 1 was the first serious effort Stevens ever made with his pen for publication. Those wheelmen, who have with ever-increasing interest followed him through the pages of *Outing*, cannot fail to be struck with the improvement in these later articles as compared with the beginning. Volume 1 has turned out fairly successful so far, and the publishers report a steadily increasing demand. They think that many are waiting until the completed narrative is snugly encompassed within the final volume to add the work to their libraries and book-cases.



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WM. READ & SONS will put a first-class safety and tricycle on the market this year, details and facts of which will be given later on.

THE *American Wheelman* is always one lap ahead of the times. It will pay you to subscribe to it to take advantage of its publishers' liberal prize offer of \$500. The subscription price is only fifty cents a year. Address *American Wheelman*, 108 North Fourth St., St. Louis, Mo.

MALTBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

THE new Surprise Columbia tricycle is said to be in design very similar to the tandem which Edge and Morris, two of England's fastest record breakers, rode their one-hundred-mile tandem ride on, and from indications this type will be one of the leading patterns with English makers.

WE hear it rumored that Crocker feels a trifle disappointed because he will not make up one of Senator Morgan's galaxy. He seems to think he can do up Rowe on any distance under one mile, and he has thoughts of following the champion over the deep blue sea, and challenging him to a series of races.

WM. READ & SONS carry a fine assortment of accessories. Their enamel is a fine article, gives a splendid lustre and a hard finish. They also are putting up in small boxes some very excellent cement, so that a man will not have to buy a pound to do a job calling for an ounce of cement. All the parts of the New Mail are in stock, and put away neatly in drawers, with number agreeing with catalogue, so that a man wanting to duplicate a part can do so instantly.

WE are in receipt of an elegantly bound catalogue from the St. Nicholas Mfg. Co. It contains full descriptions of the Centaur and National bicycles. The Youths' Apollo, the Juvenile Apollo bicycle, and children's machines are fully described, both bicycle, tricycle and velocipede. By all means send to the St. Nicholas Mfg. Co., 784 to 794 Madison street, Chicago, for their 24-page catalogue; it will pay you. Their list of sundries and accessories is very full and complete.

IN order that the bicycling public may understand the future of the Rudge business, we wish to state that some time ago arrangements were perfected with Messrs. Stoddard, Lovering & Co. whereby they sold their stock of machines, parts and sundries, together with the good-will of the business to the Pope Mfg. Co., who will conduct it as a separate department under the management of Mr. H. M. Saben, who has been actively engaged in conducting the business for the last two years. The reputation of the Rudge has always been of the highest, and now that it is conducted under the direction of the Pope Mfg. Co. it bids fair to be as prosperous as ever. The new Rudge catalogue will be out shortly, and all correspondence should be addressed to Mr. H. M. Saben, Manager, 152 Congress St., Boston, as the business will be conducted on the same premises.

HERE is a valuable pointer to repairers written by Mr. Fletcher to *Bi. News*: "The cheapening of oxygen by Brin's process of manufacture has put into the hands of metal workers a new power. I have recently made a few experiments with the compressed oxygen and coal gas, and found that with a 1-2-in. gas supply a joint could be brazed in a 2-in. wrought iron pipe in about one minute, the heat

being very short, the redness not extending over one inch on each side of the joint. The appearance of the surface after brazing led me to experiment further with welding, a process which is not possible with ordinary coal gas or air, owing to the formation of magnetic oxide on the surfaces. Contrary to my expectation, a good weld was obtained on an iron wire 1-8-in. diameter, with a very small blowpipe, having an air jet about 1-32-in. diameter. This matter requires to be taken up and tried on a large scale for such work as welding boiler plates, which, it appears to me, can be done perfectly with far less trouble than would be required to braze an ordinary joint. The great advantage of this would be that the boilers would require no handling, but could be welded with an ordinary large blowpipe in position, and with about one-tenth the labor at present necessary. The cost of oxygen is trifling, and it is evident from the results obtained in brazing that the consumption of gas would be considerably less than one-fourth that necessary with an air blast, irrespective of the fact that welding is possible with an oxygen blast, whereas it is not possible if air is used. The surface of iron heated to welding heat by this means comes out singularly clean and free from scale, and a small bottle of oxygen, with a blowpipe and a moderate gas supply, would make the repairs of machinery, boilers, brewing coppers and other unwieldy apparatus a very simple matter. The trouble and difficulty of making good boiler crowns, which so frequently "come down," would be very small indeed when the workman has an unlimited source of heat at command under perfect and instant control."



THE NEW MAIL.

WE read in a Philadelphia paper a note that the Royal Mail people had stopped manufacturing cycles. This statement may be misread, and that machine and the New Mail be confounded; such is not the case, however. The English house may have stopped business, but Messrs. Wm. Read and Sons, the manufacturers of the New Mail, are far from getting out of the market. They are in with their superb machine and are going to stay. We thus desire to correct any misconception that might have arisen from the publishing of that item in the Philadelphia paper. We went down to Messrs. Wm. Read's the other day and saw Mr. Atwell. "We desire to state," said that gentleman, "that all the strong points of last year's machine have been retained; they are the ball head, the Perfection back-bone and fork sides.

The Trigwell ball head, which we exclusively use, is peculiar in that the balls are retained permanently in the cap, so that when this is removed the balls are not falling all over the ground, or the forks be reversed in order to remove them. The bottom bearing is on the same principal; this is a strong feature in this patent ball head.

The back-bone and forks are of the famed Warwick pattern. The thickness of the back-bone at the head is fourteen gauge, and at the lower fork it is nineteen gauge. Thus the strength is where

it is wanted (i. e.), at the head. This is the spot where most breakages occur, and where extra strength is required.

The rim is also Warwick's latest patent, with the thickened bottom or inside surface. This gives strength where it is needed most. The spokes and rims are fitted with spoke nuts, which have the hexagon end outside the rim; this is to enable the rider to tighten the spoke when necessary, without taking off the tire. This is a grand good point and should be appreciated by riders. The spoke will be of the continuous tangent form, same as last year.

The handle-bar is detachable by the same method as last year.

This year's machine will be fitted with a new sleeveless pedal with square rubbers. This form gives just as much strength as last year's pattern, but lightens them to the tune of one pound to the pair. The leg guard is of a neat semi-hollow form. The bearings are of the Eolus patent, in the making of which particular care is taken. The balls are every one gauged down to 312 1-2-1000; any ball varying from the size is at once discarded. Each ball passes through the hands of three expert measurers before going into the bearing. The rear wheel bearing is entirely new this year, and is made so that it will be impossible to put in the balls unless they are of the exact size according to gauge. The same great care is exercised on the rear wheel as on the front bearings. The spade handles are of a new pattern and are changed entirely. They are steel drop forging, made in the strongest way; there are no square edges to scrape the knuckles, and as light and strong as steel forgings can be made. All parts of the machine are of dropped forgings, and are made in this country, so that it can be said that the New Mail is an American machine, pure and simple.

The tires are of best gray rubber, and are made specially for the New Mail by the Akron Rubber Company.

The step is the Harwood adjustable.

The saddle is the new Kirkpatrick pattern, with the single curve front spring, instead of the spiral and a single curve on the back, instead of the one complete turn or circle.

The cranks are six-inch throw, adjustable to five inches.

The spokes cross three times, and are wound at the upper cross. They are nicked from hub to the upper cross. Rear wheel spokes are also nicked part of the way.

The finish of the New Mail is the 'standard,' of best nickel and enamel. The machine is sold with saddle-bag, Billings & Spencer wrench, oil can and handle-bar spanner.

AMONG the agents that will sell the New Mail this season are the Meacham Arms Co., St. Louis; Hibbard, Spencer, Boutell & Co., Chicago; E. K. Tryon, Jr., & Co., Philadelphia; and C. Schwalbach, of Brooklyn, N. Y.

THE new Kirkpatrick saddle for 1888 is one of the neatest and most graceful that we have yet seen. The rear spring is similar to the pattern of 1885 in shape, but it has two finely-tempered coils of wire in one piece which renders breakage almost impossible, besides giving plenty of spring to the rider. The leather part of the saddle is shaped to fit the rider's form, and is very much narrower at the front end, while the top of the saddle is well ventilated. The front spring is gracefully curved with a bolt passing through the neck of the back-bone and coming back to the leather in a very simple manner.

HOWARD A. SMITH & Co.'s branch store at Orange will be corner of Main and Park streets, and will be open about 1 March. The firm has the New Jersey agency for the Springfield Roadster, and a full line will be kept in stock. The new store will also be stocked with Stars, Star Safeties and sundries, and Star tricycles will be kept for rental. Mr. Smith says that everything points toward a big trade for the coming season, and that his trade in sundries for the past month shows a better trade than during the corresponding month of 1887. The firm's 1888 catalogue is now in press and will be ready for distribution about 25 February. The first edition, of 15,000, will contain 36 pages, and will cover about everything needed by wheelmen.

REFERRING to our last two issues describing the Springfield Roadster bicycle, we would say that the John P. Lovell Arms Co., 147 Washington street, Boston, Mass., are the sole New England agents for this popular machine. This department is in charge of Mr. Frank W. Aymer, who succeeded Mr. J. L. Yost as manager January 1st. He has been connected with this firm during the past seven years. He entered their employ in 1881, and has for the last three years had charge of their wholesale gun department; this position he will retain in connection with the bicycle department. He is thoroughly conversant with everything pertaining to the Springfield Roadster and the management of the bicycle business. He is also an active rider, and well known among the wheelmen. We wish Mr. Aymer success and prosperity in his new position as manager of the bicycle department of the John P. Lovell Arms Co.

\$500 IN COLD.

A Rare Prize Offer!

Wishing to double our circulation during 1888, we have decided to make to our subscribers the following liberal offer, which has never been approached by any cycling paper in the world:

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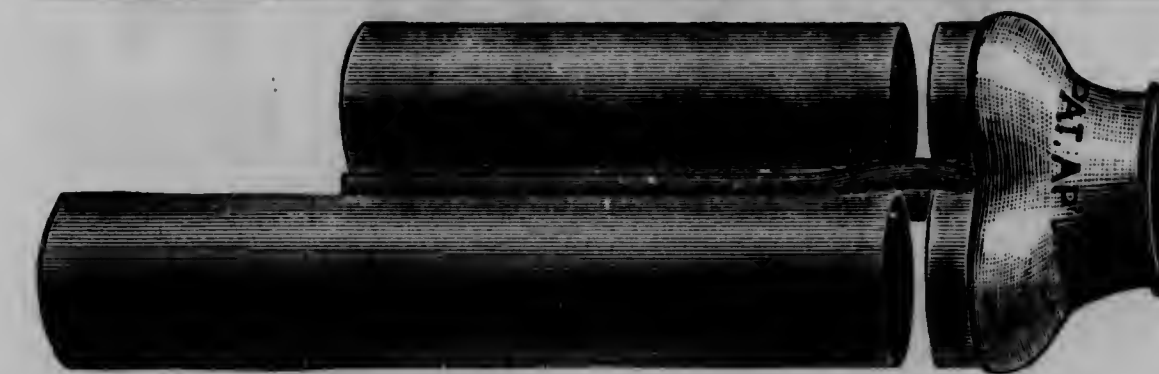
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BOSTON, 17 FEBRUARY, 1888.

Volume XVI.
Number 16.



CYCLING IN AMERICA HAVING PASSED ITS PIONEER PERIOD, THE QUESTION NOW IS NOT, "SHALL WE RIDE WHEELS?" BUT, "WHAT WHEELS SHALL WE RIDE?" THIS QUESTION HAS BEEN DECIDED TO THE COMPLETE SATISFACTION OF A LARGE PROPORTION OF THE WHEELMEN OF THIS COUNTRY BY THEIR EXPERIENCE WITH THE VICTORS, A LINE OF WHEELS OF THE HIGHEST GRADE, PRESENTING MORE THOROUGHLY GOOD FEATURES THAN ANY OTHERS.

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MAKERS OF VICTOR CYCLES AND ACCESSORIES
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DIFFICULT REPAIRING A SPECIALTY.

ERRATA.

During the month of December, 1887, a ridiculous mistake crept into our advertisement in this paper giving the 10-mile time of Oxborrow and Allard on a tandem as being 72 min. 56 sec.

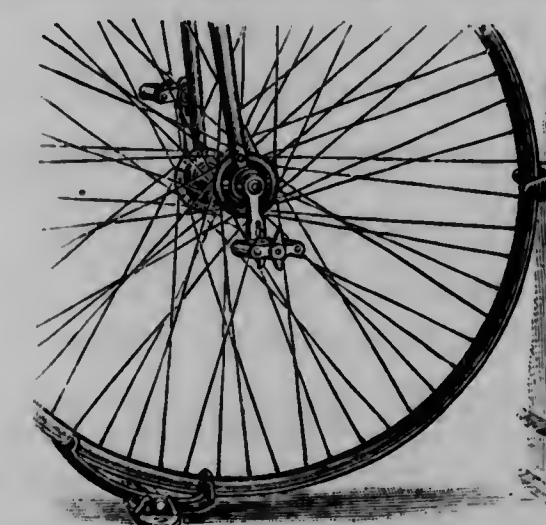
The Correct Time is 27 Min. 56 Sec.

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APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

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Baddlett, P., Nat. Bank, Omaha, Neb.
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This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered the public for the money. Best class of cold drawn weldless steel tubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

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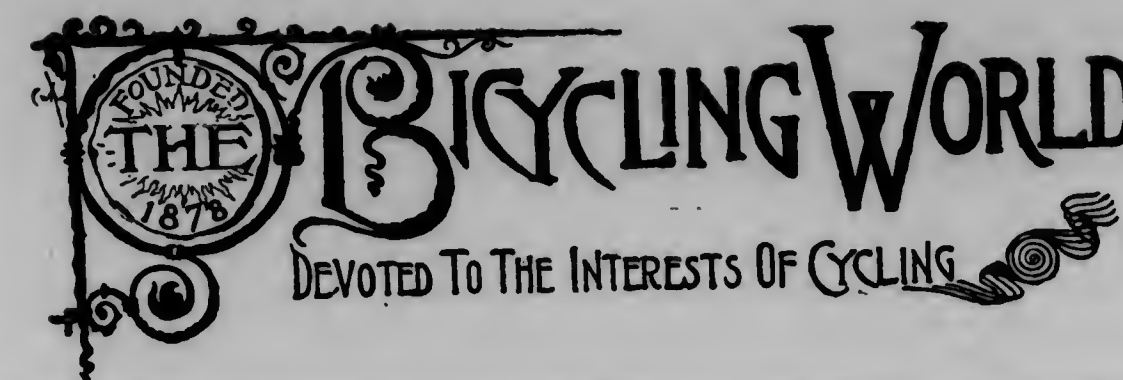
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No Higher Grade. No more successful wheel ever appeared in the market than the NEW MAIL LIGHT ROADSTER brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one-half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known, and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent may be clearly understood. We wish to impress these facts: That

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Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 17 FEBRUARY, 1888.

THE Stanley Show has again scored a distinct success. But few "novelties" are startling and the general tendency of the trade is in the direction of more sensible construction. The ordinary is as a rule built on what is known on the other side, as "rational" lines, that is, larger rear wheels, say twenty-four inches, and more rake, ball heads and fairly long handles; otherwise no material changes are made, except that the tendency is for good long cranks. The English press believes that this "rational" construction means increased popularity for the good old ordinary.

THE Council of the National Cyclists' Union have been hotly discussing the road racing question with a view to prohibitory legislation. Although the Council showed a bare majority against road racing, the matter comes up for final action at the next meeting. The plan apparently will be to disqualify all amateurs who compete in road races, unless especially sanctioned by the local authorities. This is not the kind of legislation calculated to bring about the best results. The effect on the public mind will not be great, nor will it do away with personal "scorching," which, under certain circumstances, is every bit as bad as organized racing. The way to legislate in this matter, is to treat each distinct race and each act by itself; to be decided and punished as an infringement of the local public laws, and not as an offence against the private laws of an association. We are not in favor of prohibiting all road racing, as we well know that not only in many instances the public, but the local authorities encourage the contest, and that no harm results to any interest of the sport. But we are in favor of discouraging short races, in crowded districts, with large lists of entries, as has been the case in England. Most cities and towns have ordinances against fast driving, and it is the infraction of these laws that should provide the means of legal punishment, and the ruling body the evidence for conviction. The punishment should fit the crime, and the way is not new to ortrace an individual for breaking a petty ordinance. We cannot now map out a plan of action to cover every case, but we can see the danger to the welfare of our sport in a case when a short race is run over a crowded highway with a big field of contestants. It is this kind of thing that has roused the N. C. U. to such action. Let the local clubs get local sanction, and let the entries be kept down to a reasonable number, say ten, and above all avoid as much as possible the highways most

likely to have much traffic on. We admit the time has come when we must be careful not to antagonize the public opinion, or defy the local authorities. Whatever comes we must cultivate the good opinion of both.

THAT Mobile case is much like Bancho's ghost, it will not consent to retire. We are in receipt of the facts of the case, copies of the letters, and general information regarding it. We have already given much space and criticism to position taken in the L. A. W. on the famous question, but we have carefully read the correspondence from both sides, and we think we discern the true cause of the unfortunate complication. As members of the League, these Mobile riders properly presented their case to the authorities, who in turn temporized with them instead of squarely acknowledging that the condition of the exchequer of the League forbade the organization taking any active steps just then. Now under the proposed new order of things, all this will be changed, and each Division will be self-governing, and, to a certain extent, independent of the National body. Louisiana, Alabama, Georgia, Mississippi and Florida will have enough members to form a Southern Division. The trouble seems to have been that in the case under discussion, the League did not admit its inability to financially aid the Mobile cyclers. During the next and coming season the League will not have the dead drag of loss of an expensive paper, and so the unfortunate embarrassments caused by loss on the *Bulletin* will be avoided. This financial stress has no doubt been the primary cause of the apparent apathy in the Mobile case.

E. C. HODGES has been appointed Representative from the State of Massachusetts, *vice* E. G. Whitney, resigned.

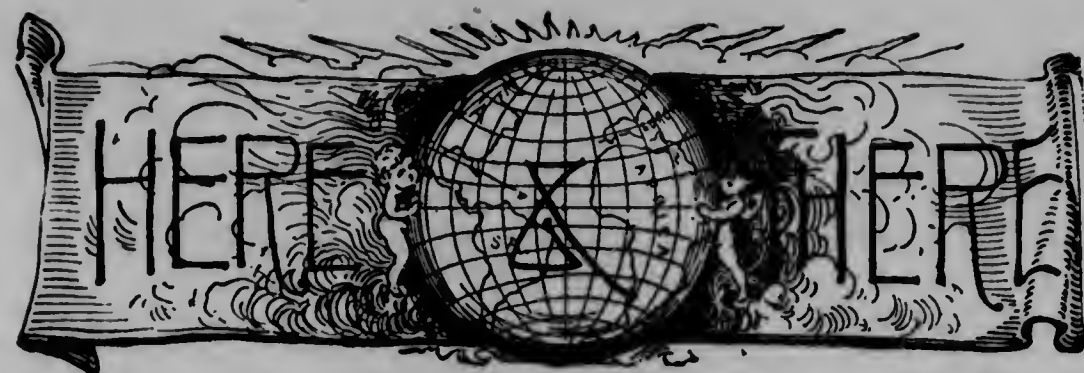
We are just in receipt of the Gormully & Jeffery catalogue for 1888. We will peruse, and tell what we find therein, in our next issue.

A MR. BERT EDWARDS of Cleveland, Ohio, writer to the *American Wheelman* and claims a record of forty miles in one hour and thirty-five minutes on the ice. Let us see what this claim means. It means simply this, that each mile must be done in something under 2.22. Stand from under!! This is what we call the humor of cycling.

Types are innocent looking little bits of metal in the eyes of the ordinary beholder, but there is much devilment latent in these "bits," witness the trick they played on us last week, when we described Singer's new tricycle as having a 20-inch front wheel!! We told those types that the wheel was 28 inches, but they told another story. On behalf of the types, the compositor and ourselves, we offer Messrs. Singer and Mr. Ross and their manager our humble apologies.

"Mr. and Mrs. Lewis, said to be Americans, have been travelling for three months through Europe on a tricycle, and say their joint expenses are only \$6.25 a day, sight-seeing expenses included." "Here's richness," writes a well-known cyclist, in presenting the above cutting from the *Press* of New York. "Here's richness. How little this cycling world of ours is. Perhaps there are people in the other worlds who never have heard of Bassett or me, or even you, Mr. Editor." It is a sad fact, but we do fear that many hundreds, yes, perhaps thousands, are living in degrading ignorance of the existence of the three above mentioned. We doubt even if the existence of Mr. Page or G. L. Hillier is known to more than nine-tenths of the world's population, and yet the universe continues to drag on.

"OMEN," a scribe who hails from St. Louis, gets off this wonderful paragraph: "So we are to have the Rowe-Howell race after all. Well, what will become of Rowe as an amateur? If he is to be 'kept' to meet the English professional, of course he cannot come back into the amateur fold. But judging from Mr. Pattison's talk there is little prospect of any professional getting back, so Rowe may spare himself the humiliation of asking for a reinstatement and having it refused." The italics are ours. Can it be possible that "Omen" does not know that Rowe has been an out and out professional for the past eighteen months or so? Rowe is a professional, and an honor to the sport, but we doubt if he ever had the shadow of a thought in regard to reinstatement. The door is barred behind him beyond the hope of ever opening.



"PEEBLES for Pleasure," is an oft quoted saying in this quiet little town, but "Peebles for Poaching," would suit it, if not better, at least as well, as poaching is considered the thing here. Every boy big enough to wade in the water, talks learnedly of dragging for salmon, or netting at night, and knows all the bailiffs (as the paid hirelings are called who watch the salmon rivers during close time).

AT LARGE.

CYCLING here is fairly good, and the frozen roads are in good condition, at least to an American who has biked it over some of the fine territorial roads for which the West is famed. My invincible semi-racing trike has been swapped for a safety of the same name, and is a fine machine, good on the level, on hills or down grades, and has one very important feature in that the bearings are not adjustable. This may seem a very questionable advantage to some, but I think that a good, non-adjustable bearing in the hands of a wheelman (not a mechanic) is preferable to an adjustable arrangement which requires a peculiar knowledge, which the average rider thinks he has, but which, in nine cases out of every ten, he lacks. It is a matter of fact, moreover, with non-adjustable bearings (if properly constructed) that the wear is so imperceptible that the man who could make a positively accurate adjustment that would "take up" the "slack" of the "almost imperceptible" wear, is seldom to be found outside of the skilled ranks in a cycle manufactory. When the bearings on a well-made high grade machine have worn perceptibly the machine is rather apt to be out of date, and the sooner a buyer can be found for the worn machine, the better for the owner of the bike or trike.

THE "safety" is certainly a very comfortable type of machine, and seems to be as fast as anything I have yet ridden, and the sense of immunity from falls when rambling about on roads covered with loose stones, is not to be sneezed at. It's all very well not to be afraid to fall from an ordinary, but what's the use? It seldom raises a rider many notches in his own estimation, and amuses spectators, not to mention the rents in the clothing and the scars on the anatomy, which are generally the only trophies one carries home with him to demonstrate to his friends that he has only been "bucking" a 53-inch "ordinary" (or rather that it has bucked him).

THE safety must certainly soon become very popular in America, especially in districts where roads are such as necessitate the picking of an irregular track in those places where the name of the Road Improvement Association is as yet a name unbreathed. The only disadvantage that I can see at present is the difficulty in trundling the "bloomin' thing," should riding be simply out of the question, and America is full of such places, if my memory serves me aright. Then the safety can be ridden among loose stones where a three track or two track tricycle would be a nuisance. Again it can be taken through a very small door, both as regards height and width, and storage is sometimes quite a troublesome feature. Yes, I think a man who wished to ride at night or over very indifferent roads, could do a very great deal worse than invest in an "Eye Glass Safety."

AT present I am convalescent after a frightful tumble I took from the back of an "Irish hunter" that lifted its "sixteen and a half hands" of anatomy to too slight an elevation to clear a nasty stone wall, which he struck with his front legs, and turning a beauty himself, landed me in an undignified position, which nearly broke my back, and completely broke my temper and the glass of my "Waterbury."

I HAD intended to be down at the Stanley show in London, which opened, I believe, on the 28th, but the doctor (a little, sawed-off Irishman) said that I might shoot rabbits for a day or two, but upon no account to go to London without his special permit; and so I am here, helpless, kept an unwilling prisoner by a little sawed-off Irishman, when I had intended writing "a column an hour" on the exhibits at the Stanley show. But "such is life," and "the best laid schemes o' mice and men" fly off at an unexpected tangent at times. But it is always the unexpected that happens. If Providence is

willing, and the most high and unapproachable Irish doctor does not at once veto the business, I'm off to London bright and early to-morrow. Once more the "Benk, Benk, Benk, Penny all the way, 'ide Park" of the London bus driver will assail mine ears, and I shall look up old faces, English and American, at the Stanley show. Strange how a man gets into wheeling, and strange how seldom, if he is an enthusiast, that he gets out of it. Strange but true, very.

WHEN I come back to the States, I am going to hunt around for some one in the wheel trade that wants a man to make things hum, for I must not be idle. Idleness means rust, and rust means decay, unless vaseline is at once applied, and I never liked the smell of vaseline. I am going to learn all I can at Coventry and the other cycling centres, and if I don't find that I have got a lot to learn, my name is not "Jewhillekens Plantagenet Buckingham," but something worse and longer. And Colic Bell of Minneapolis, I'm going to do him up in his proposed 25-mile race, or else Colie will literally whitewash me. But I never believe in bragging, especially when I feel that Colie is a much better man than I am, and a race with him means work, for have his fatted calves been growing all these years, yea, verily, for nothing? Do calves that would not shame a Burley Ayers not mean something? Well, when the owner of these hardened bumps has got a good physique, is an abstainer and has a good deal of the Tom Bumpus about him, in that he gets you to make pace and cut the wind and lies back till the last twenty-five yards of the home-stretch, he is a man with whom one has to be careful.

THE gamekeeper of the estate on which I have been shooting tells a tale of a small Scotch lad, who saw a breech-loading shotgun for the first time. The lad came rushing in among the farm servants one evening, and told them that there was "a strange man out shooting wi' the Laird that had a whusker below his nose, and help me if I did na' see him take his gun and break it 'cross his knee, and pit a long thing in it."

AND now I shall conclude. Next letter shall be devoted more to the wheel, pure and simple.

THE very fresh writer in the WORLD, signing himself 'Ratchet,' and hailing from somewhere in the wilds of New Jersey, presents his compliments to the great American Wheelman from St. Louis (January and February numbers combined; reading matter, nine and one-quarter pages; advertising matter, six and three-quarters pages), and hopes these few lines will find him the same. In the "wilds of New Jersey" we are very likely to go astray (the population of Newark is but 168,000), and for that reason I shall very soon make an effort to take up my residence within the walls of some civilized town. But I'll take it all back and acknowledge that in the little Southern village, yclept, St. Louis, there is a total absence of "blow," and also of "natural gas."

I therefore hope our genial Southern friend will consider that I have made the proper apology when I say that I do not believe Philadelphia, or, in fact, the entire State of Wm. Penn., can furnish grit enough to balance the blow of St. Louis. If this is not sufficient I'll send him a gill of "Sussex County Rail Fence," more generally known as "Jersey Lightning." As to "our offer" being "open to 'Ratchet' or any of his friends, if they desire to furnish the 'grit,' we will 'see you' later. If Mr. Greenwood comes to Newark during the climbing season, I am of the opinion that he will find a Jerseyman or two willing to have a "go" at him on our pet hill, "Eagle Rock." We know well that it will require a "climber for fair" to defeat Hal, but allee samee, think he'll be on deck when the time comes. So au revoir, St. Louis, but don't, oh please don't, lose your temper.

THE Hudson County Wheelmen are negotiating for the appearance of Maltby at their entertainment, 2 March. By the way, perhaps you can tell us, Mr. Editor, whether he will appear or not? [He will appear.—Ed.]

THE good citizens of Belleville, Essex County, are endeavoring to hound the township for \$40,000, the money to be devoted to the purpose of macadamizing and otherwise improving the streets and roadways of the town, all of which should interest cycloedom.

SNOW, rain, slush; more snow, more rain, more slush, is about the condition of things in "Jersey." We are in hopes, however, that we will see a change some time. A lot of "locals" are arranging for a jaunt a-wheel for George's Birthday, but are rather skittish about naming a route, as the clerk of the weather is not very obliging about sending out advance notices.

MR. EDITOR, can you explain why Ralph Friedberg (Temple) is so generally referred to as a "new rider," or a "new man on the

track?" A man who won seven firsts, two seconds, in nine races in 1883; ten firsts, one second, in eleven races in 1884; eleven firsts, thirteen seconds, one third, in fifteen races in 1885, can't be a very new man in 1888, to my way of thinking; or do those who refer to him as "new," mean simply new as a fast rider? [Temple only developed phenomenal speed during 1887. Hence the term, "new man."—Ed.]

THAT "combine," Mr. Editor, is looked upon as a "stunner" by the boys round here. They are satisfied, however, that after 2 March they will receive a first-class paper. One of our Newark cyclists said to me, when he heard of the combine: "It's funny that so many cycling journals 'start up' and 'bust up,' the 'old, reliable' B1. WORLD seems to be a fixture." He did not seem to "catch on" when I told him it was imperatively necessary to keep one journal in the field for the purpose of recording the rise and fall of the amateur journalists and their ventures.

PROF. JAMES RICALTON, the "country schoolmaster," stories of whose travels in foreign countries alone and unattended are familiar to all who have read *Outing*, has resigned his position as principal of the Maplewood school of East Orange. Prof. Ricalton is possessed of remarkable ingenuity, is somewhat of an inventor, has a mania for gathering new species of minerals and other curiosities and his latest travels won for him considerable fame and brought him to the notice of Thomas Edison, the world-famed electrician, who at once offered him big inducements to enter his employ for special work. The professor accepted, and will, in a few days, start for a two years' trip through Asia and other remote places to obtain material for special inventive work.

"SHORTY," the scorcher of the New Jersey Wheelmen, thought he would "go the rounds" with a horse and carriage last Wednesday, as the roads were almost too lumpy and glassy for travelling a-wheel. He had got as far as Washington Park, when his steed took a notion to "go it alone." "Shorty" had on a pair of heavy buffalo gloves, and before he could manage to shorten up on the reins, his carriage went ker-bang against a grocery wagon, and then caromed over against the curb, spilling "Shorty" on his head, and giving him a pretty bad cut and bruise. He was not "knocked out," however, and a few hours afterward, when he gave me a lift down town, he was laughing over his mishap, and said that after the spill he had driven to Rutherford and Carlstadt and back.

THERE'S a sweet-tempered man in St. Louis

(You'll find many such in the land),

Who thinks under the sun nothing new is,

Unless 'tis the work of his hand.

Such a fearful "Bombastes" is this sweet-tempered man.

As to think o'er his scribbling we rage;

He mistakes; for its nausea, not choler, takes hold;

As we find we can't stomach his page.

OUR Philadelphia wheelmen are certainly full of life, and the cold weather is not going to stop their fun, not if they know it. The Pennsylvania and Century Wheelmen will have a winter race meeting at the Elite Rink on Thursday evening, February 16th. There will be a one-mile open race, a one-mile novice race, and a one-mile race for the 3.10 class. These are all for amateurs, but there will be two races open for professionals at two and five miles. There will also be club races between members of the Century, Pennsylvania, South End, Tioga and Camden clubs, and an Inter-club race between the winners.

LAST Saturday night the Arch Street Theatre was crowded with cyclers and their friends, the occasion being a benefit for the Camden, N. J., Wheelmen.

OUR wheelmen all seem pleased that the BICYCLING WORLD has been selected as the official organ of the L. A. W. The work of the Reorganization Committee of the L. A. W. has been well received here.

THE Trenton Bicycle Club of Trenton, N. J., has been re-organized under the name of the Thistle Club. The newly-elected officers of the club, are President, H. M. White; Secretary, George McFarland; Treasurer, Louis Fisher.

THE Century Wheelmen have been for some time past dissatisfied with their uniform, and at their last monthly meeting decided to make a change. The new uniform will very much resemble that worn by the Pennsylvania Club, but the black stockings which are worn at present will be retained. The reason for this change is that the present uniform was found unserviceable and too easily soiled.

WE are also to have a six-day professional contest at the Elite Rink, from February 20 to 25. The fastest professionals in the country will be present, the track will be one of the finest ever built, and it is more than likely a few records may go. This six-day, eight hours a day, contest will be visited by cyclers from far and near. Great praise is due the Pennsylvania and Century Clubs for the push and spirit they have shown in getting it up.

AT a special meeting of the Pennsylvania Division of the League of American Wheelmen, which was held on the 9th inst., in the office of Frank Read in the Record Building, at which twelve out of the thirty-four delegates were present, a committee consisting of Messrs. W. R. Tucker, Kirk Brown, Frank Read, D. K. Trimmer, and H. F. Creclus, to take some action in reference to dividing the State into districts and allowing each district to elect its own representatives. The Division appropriated \$300 toward the expenses of the new road book for the State, and pledged itself to prosecute all cases of assault to cyclers occurring in the State of Pennsylvania.

ST. LOUIS.

"LINNEUS."

THE *Bulletin* a few weeks ago contained an article written by "Omen," their St. Louis correspondent, which reflects very unjustly on the League at large, and on the officers of the Mo. Division in particular. The story was that Frank Mehlig was arrested on the De Soto road, imprisoned and fined \$5 for scaring a horse causing a smashup. "Omen," makes or rather tries to make, amends in last week's letter, by denying the story in toto. Now the facts in the case are that Mehlig is a very reckless rider, and seems to take particular pains to ride as close to a horse or vehicle as possible; further should a person happen along the road, driving a "skittish" horse, motion or ask this person to get off he would be laughed at or told to go to sheol. When the accident referred to above happened the occupants of the vehicle had previously motioned and begged this man to get off, or at least go to the left side of the road, so that if their horse became unmanageable, they could have turned him into an embankment, which he persistently refused to do. The result was that when Mehlig passed them, the horse had backed down off of the road. A case of this kind merits an expulsion, and not as "Wind-Mill" Omen claims, protection from the League. Mehlig has a weakness for notoriety. It is not so long ago that he claimed to have scared a horse on this same road, causing his death, for which he was held four hours and then released.

IT can now be authoritatively stated that W. M. Brewster will not run for the office of Captain of the Missouri Bicycle Club at the coming election. Brewster is a married man, and wishes to spend his time on Sundays and holidays as he sees fit, and not be bound down by the duties of the position. It is needless to say that Brewster has made a very good officer, and brought the Missouri Bicycle Club out of what was practically a non-riding club to one of the most active in America. He seldom failed to show up on the mornings for which runs were called and if he did he had a substitute appointed to take his place. It is a matter of universal regret that he has to lay down a work so grandly commenced and his successor should have no trouble in keeping the helm in the lines that he held it.

AB LEWIS, who was, until last season, the first Lieutenant of the club, is mentioned as a candidate for the captaincy. He has expressed his willingness to run, and will no doubt make a good officer. Ab is one of the nicest boys in the club, a rider from away back, and is generally well liked by the whole membership. A better selection could not be made, and I think that the duties of his new position will tend to wean him from his latest hobby, parlor-soldiering.

THE St. Louis Cycle Club had a billiard tournament arranged to start Saturday, Feb. 4, as per their bulletin board, but it was postponed until Wednesday. The club has some very fine players, regular "sharks;" notably among them are B. Lee, E. Bates, and an associate member by name of Anderson. The Cycle Club is a League club, and some comment is heard that the club does not renew in a body as the League constitution provides. It seems that its members are renewing singly, one by one. I would ask their genial Treasury what is the matter, has somebody lifted your leather?

IN the absence of Billy Barron, C. C. Hildebrand led the gymnasium class last Thursday, and right nobly did he do it. After the usual exercises, the more advanced members indulged in a little high kicking, and to show what the boys can do in this line, I will state that Hildebrand made a running kick of 91 inches.

THE Board of Officers of the Missouri Division held an enthusiastic meeting Monday night, at the Missouri's club house. The first

copy of the road book was shown, and received much favorable comment. While this book is not quite as large as the Ohio one, it certainly contains much that is of great value and interest to the cyclist, and it is a start in the right direction. A road book once out, the succeeding ones are easily gotten up and bettered. A motion was made and passed, that the book be given free to those who renew or join during the first quarter; for those joining during the second quarter a charge of ten cents; third quarter, twenty-five cents; fourth quarter, thirty-five cents. Chief Consul Brewster will attend the Board of Officers' meeting at New York, and will carry the proxies of six representatives. The renewals are not coming in as rapidly as might be wished for, and the Board voted to employ a collector to look after them. As this would be a considerable expense to a division not overly rich, W. M. Brewster decided to take to the "street" himself, and well did he do it. He got thirty-six renewals the first day, and at this writing is still at it. As it is impossible for him to call on all of the members, those that have not renewed should send in their dollar at once.

The Bal Masque of the Missouri Club came off as announced, February 9. It was a grand success. A better committee than that composed of Messrs. Jones, Irvine, S. A. Hatch, T. B. Lynch, with W. M. Brewster as Chairman, would be hard to find. Dancing commenced promptly at 8.30, and was kept up, with a short intermission for lunch, until the wee small hours. The special features were to be the initial appearance of the Glee Club, and the irrepressible Klipstein doing the fancy. The Glee Club, on account of a death in one of their member's family, did not make their bow. There were many pretty historical and ancient costumes on the floor. Among those (neither historical nor ancient) noticed by your correspondent, were the typical Irishman of Mel Smithers, astrologer of Percy Stone (I take it he was trying to locate his amateur star), court gentleman of Will Barron, typical Jew of Harry Londermann, baker of Dr. Keith, country lady and gentleman of Bob and Miss Sharp, and the African get up of Klipstein. "Klip" rode the club's bone-shaker in this costume, and caused lots of merriment by his antics. He afterwards made a lightning change, and did the fancy dressed as a "jock," a la Isaac Murphy. Old "Ribsey" Williamson, a young man aged fifty, or thereabouts, contributed his share to the entertainment by walking over everybody—he was on a pair of immense stilts. The weather was beastly, two or three degrees below zero, with snow. In spite of this drawback about 150 ladies and gentlemen attended, and had a great time.

PITTSBURG and VICINITY.

"DUQUESNE."

THE cycling world is hardly "the land of lost gods and god-like men." The Whittaker-McCurdy affair has barely had time to become generally known before another equally startling is given publicity. William Eyster of Canton, Ohio, who is well-known in Western Pennsylvania and Eastern Ohio cycling circles as a dealer in and repairer of wheels, has fallen from grace. The *Dispatch* gives particulars, after announcing the fact of the arrest of Eyster, a bicycle dealer, for obtaining money under false pretences (the amount is said to be \$1500) it enters into details and winds up by saying Eyster had just returned from an elopement trip with the wife of Peter Miller.

"Rowe, the bicyclist, lately arrived in England, has been matched against Howell for \$1000, to ride one and ten miles."—*Dispatch*. Isn't the *Dispatch* a little "previous" in saying "has been matched, etc.?"

The Re-organization Committee deserve credit for sound judgment in so far as their scheme has been published. Their suggestions, if carried out, will certainly be beneficial to the L. A. W. It is to be hoped that it would culminate in the admission of professionals to membership.

The probabilities are that Banker will have his headquarters on Sixth street after March 1. It is his intention to have quite an elaborate opening when he gets settled in his new place. The riding school will continue on under its present management until June 1, and possibly latter.

RECORD OF THE WEEK.

THE *Critic* says that all cycling editors must have sponge cake to be happy. Well, he is about right. It is not for the cake's own soft, spongy sake that we like it, but somehow or other the sweet associations of lovely femininity, soft, white dresses and the subtle perfume of "New Mown Hay" seem to be inseparable. Yes, sponge cake, ice cream and sweet sixteen seem to fit in together.

Sponge cake and no girl jars on our feelings; it awakens sad, sweet memories, and alas, our hair is beginning to show the silver!! Have our sponge cake days really gone forever?

W. W. STALL is taking his usual winter tour down New Jersey way.

'Tis said that Rowe and Howell will come together first in a mile race, and then in a ten-mile race.

The spring meeting of the Board of Officers of the C. W. A. will be held at Toronto, February 22d.

The Viaduct, London, is called "Cycle Walk," from the fact that many of the cycle houses have depots there.

OUR English exchanges this week are plethoric with ads. and reports on the great Stanley show, so far the greatest on record.

MR. THOMAS STEVENS appeared before the Hudson County Wheelmen yesterday, the 16th, and delivered a lecture on his tour round the world.

The Massachusetts Club will have a "ladies' night" at their club house on Newbury street this evening. Music, dancing and a supper will be the features.

We hope the friction between the League and the Maryland Division, in regard to proposed date of meeting, will be eased up by the oil of reason and good fellowship.

THE Pennsylvania Division means business. At a late meeting it was voted to pay all expenses in prosecuting road hogs who interfere with the rights of members on the highways.

A GOOD deal of printer's ink has been used on the Wells-Greenwood-Rogers controversy. Enough, gentlemen; now come down to business—one at Corey, one at Eagle Rock, and one at the DeSoto terror.

FOR the first time in many moons we notice the name of ex-Secretary Aaron in print. We hear that he will go to Gotham, and there pursue the vocation of life insurance. Just a year ago Mr. Aaron was a very prominent figure in cycling affairs.

THE Philadelphia *Item* lays great stress on the fact that the League ceases to publish the *Bulletin*. This paper repeats and rings the changes on this fact, but never a hint of the transfer of the *Bulletin* to the WORLD. Is this square, nay, is it decent?

WE desire to thank the *Wheel*, the *Cyclist* and *Athlete*, and other papers for kind words of congratulation on our new move and consolidation. We are glad on our own account as well as that of the Executive Committee that the verdict, so far as heard from, is "Good!!"

ARMAINDO back on the track!! Why, what's the matter with the fortune she was reported to have married along with the man of her choice? Has the track such charms for her, that she is willing to forsake her life of ease and opulence for that of hard work and uncertain financial income?

OUR readers remember Carnell, the Philadelphia brute, who assaulted Mr. Evans? Well, the delectable butcher has deserted his wife and left the town to avoid prosecution. "He never will be missed." We would, however, rejoice to hear of his taking rooms at the State boarding house for a period of years.

THE next phase of six-days "punishing matches" promises to take the form of a contest on rowing tricycles. This tournament is to take place at the Albert Palace, London. We make a guess that men can not last, the position forbids it. If they do stay the six days, we put the limit to be covered at 600 miles.

WE are pleased to notice that the verdict relative to the combination so far as it has been expressed is complimentary to us. We expect some comments not so favorable from a few—who can expect to please every one—but so long as the majority of the vast rank and file of our new constituency are pleased, we shall be content.

THE English papers hail with pleasure the prospect of having some American racing men over there, in order that the dying interest in cycle racing may be revived. They complain of the monotony of seeing the same men competing day after day. Crist, Rich and Foster would be a good representative amateur team to go over.

OUR friend, Gentleman John, met with a mishap from the back of an Irish hunter. He sends us a sketch of the disaster, in which he is portrayed on the horse *passant*, on the horse *rampant*, and off the horse *couchant*. As between the dangers of cycling and hunting, our correspondent prefers the frisky cycle to the hard-mouthed hunter.

THE CLARK CYCLE COMPANY

SUCCESSORS TO

SAMUEL T. CLARK & CO., - - - Baltimore, Md.

Owing to the increased business of the above firm in the past two seasons, during which time the

New Rapid Bicycles & Quadrant Tricycles

Have become so thoroughly and favorably known to riders throughout the country, it has been found necessary to increase our facilities for handling this growing trade, and for this purpose the above corporation has been formed. And in making this announcement to the cycling public, we consider it an opportune moment to ask them to

Remember, that we were the first to introduce on the American market our now famous method of wheel construction, with **TRUE TANGENT SPOKES**, and that while every American Manufacturer of note has been forced to copy it, we still have, in all our **NEW RAPID CYCLES**, the **best and strongest cycle wheels** ever made.

Remember, too, that the **Quadrant Steering**, as applied to all our **QUADRANT TRICYCLES**, remains unequalled as a **perfect steering device** and **anti-vibrator**, without the use of springs to the front wheel.

Remember, first, last and all the time, that we shall be in the field for

The Season of 1888

With a line of Cycles, all kinds, that cannot be surpassed in any respect.

WRITE FOR CATALOGUE.

THE CLARK CYCLE COMPANY,
Baltimore, Md.

When we are compelled to use racing wheels to make records,

WE SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350 1-2 Miles in 24 Hours,

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 * MILES * IN * TWENTY-FOUR * HOURS.

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

 Catalog cheerfully mailed on application.

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

J. S. MURRAY, Agent, 100 Sudbury Street, Boston.

We have many kind words personally from officers and members of the League in regard to the consolidation. It is a pleasant fact that up to the present writing we have heard of nothing printed, said or written other than of a complimentary character. This fact will not cause us to become over vain, on the contrary it will incite us to fresh effort to please our readers.

Our friend of the *Spectator* asks that a flag of truce be hoisted long enough to offer congratulations, etc. We discern the hidden sarcasm in the terms of congratulation, but none the less we will accept them as though "no sting were hidden there." But if peace is to be proclaimed between our St. Louis friends and ourselves, won't some other man please pitch into us? We will get too angelic for this sphere unless we can spar for points once in a while.

"I TAKE all my exercise in a gymnasium," said a gentleman to us the other day, in reply to our inquiry why he did not take to cycling. A gymnasium is all right as far as it goes but it is as water compared with the richness of wine when comparison is made with the benefits to be derived from cycling. Can the benefit to be derived in exercising in the comparatively vitiated air of the gymnasium be likened to life-giving air of the country? The gymnasium is, however, better than nothing.

We hear that when Baltimore cyclists give a "ladies' night" at their club houses, they are careful to provide the ladies' room with necessary p—r and r—ge, so that Baltimore's fair daughters (and they are very fair) may supplement their own natural beauty with the necessary artful touches. This is a hint for clubs that entertain ladies. We are a bachelor, and don't know much, but we would timidly suggest also, a supply of hair pins, cream caramels, and a pair of curling tongs. How's that?

"LAST week we (*Bi. News*) touched upon an American scribe who had been 'going for' English tourists, wondering at his name. The following list of his, or his namesake's, deeds have been furnished by our valued correspondent, 'Cleopatra': 'Duquesne, pronounced Ducane (very old family), went into the ark with Mr. Noah. was private Secretary to Noah, and one of the Cabinet Council of Queen Elizabeth; helped to build the Tower of Babel, the Pyramids of Egypt, and the Leaning Tower of Pisa; also assisted to remove Temple Bar, and made the rod with which Moses struck the rock; was the founder of Life Assurances and Navigation; had thirty-eleven sons, and died full of honors. He was also private Secretary to Queen Esther, the 'Rose of Sharon,' and Pope Leo. XXIX.'"

The following at first sight looks like a serious document, and on receiving same, at first glance, our mind reverted to the record of our evil doings. Imagine our relief when we discovered the true purport of the "Subpœna."

"The Long Island Wheelmen, to whomsoever this Subpœna may come. Greeting: We respectfully invite, That all business and excuses being laid aside, you appear and attend before Hon. Mollusk Fossil, L. I. W., at the Club House, No. 1281 Bedford Avenue, Brooklyn, on the 18th day of February, 1888, at 8 P. M., to listen to all that may be presented in a certain action, wherein *Nosejammer*, is plaintiff, and *Daisey*, defendant; and for a failure to attend, you will be deemed unable to ride a Bicycle, and liable to lose an entertaining evening, and forfeit a cup of coffee and a sandwich in addition thereto. HIGHROARING SOLEMNCUSS. Clerk L. I. W. Court.

Witness, HON. MOLLUSK FOSSIL, L. I. W.

WHEEL CLUB

NEWS.

AN exquisitely engraved invitation from the Pennsylvania Bicycle Club, to be present at their reception to be given on the evening of February 22d, is at hand. It is composed of two sheets of antique paper, natively tied together with small ribbons of the club colors, yellow and blue. The cover sheet has a finely engraved vignette of the club house, while in the upper left-hand corner the club badge is embossed on the paper. Alas, that the requirements of the editorship and the proverbial shallowness of his pocketbook forbid that we should have to refuse so many invitations.

The Boston Club dinner is always a yearly affair of importance, but the dinner, held at Parker's last Saturday, was one of more than usual interest, because it was the "10th Annual." Naturally the members grew eloquent over this fact, that the oldest club in America had attained the age of ten years. The dinner, with orchestral music accompaniment was very fine. Mr. Toastmaster Donahoe, in his inimitable way, piloted the different speakers to the starting post, and launched them on to the sea of pleasant talk. Messrs. Kennedy-Child, J. S. Dean, J. R. Chadwick, Judge Bumpus,

and others made excellent speeches. Mr. H. W. Hayes, Vice President of the League, was the guest of the club, and he responded to the toast of the League. Kennedy-Child waxed eloquent and pathetic in answering for the ladies, and Mr. Dean responded to the toast of absent members in his usual happy vein. Certain rituals and ceremonies of the club were religiously observed, and the party did not disperse until nigh unto 12, midnight.

"HUNDREDS of friends of the Troy Bicycle Club gathered in the club's spacious hall to witness the fourth annual in-door tournament. The committee of arrangements, of which Fred H. Norris was chairman, secured an excellent programme. Each event was accompanied by music by the club's orchestra. Prof. George A. Zahn, A. H. Stone, Fred Schutt, Charles Rogers and Master George A. Zahn were first seen in exercises on parallel bars, and these muscular movements, with the agility of the same performers on the horizontal bar, won the favor of the spectators. Prof. John Seror followed with a difficult act on a high wire, walking and performing several daring feats with a balance-pole. As a trapeze performer Prof. Seror also distinguished himself. A notable feature of his performance was seating himself on a chair, which was balanced with two of its legs resting on the trapeze bar. Indian club swinging was executed by Alexander H. Stone, who was applauded. John Kennedy was a graceful contortionist. James Killoran, as referee, managed an exciting exhibition of boxing by William C. Simmons and Charles E. Connor. The young men showed considerable knowledge of the art. Four two-minute rounds were contested. At the conclusion Mr. Killoran said he could make no choice of the victor, but was unofficially announced by others that Mr. Simmons captured the first, second and fourth rounds. An overture by the orchestra preceded a bicycle drill by fourteen members of the club, composing the drill squad. Capt. William M. Thiessen commanded. Capt. Thiessen received the greater number of points at foil fencing with George Starkweather. Double fancy bicycle riding was given by A. F. Edmans and H. M. Hudson, and a skillful exhibition was enjoyed. Edward Ellenwood was admired in fancy bicycle riding. One of his acts was the propelling of a single wheel. The most important event, the tug-of-war between the Albany Wheelmen and the Troy Bicycle Club, closed the entertainment. There were two struggles. Eight men represented each club. The Albany athletes evidently lost their pull at the ice carnival last week, as the Troy club was successful in each struggle." —*Times*.

CLUB MANAGEMENT.

HAVING been called upon four different times to take a hand in the direction of the affairs of one of the largest clubs in the country, perhaps the experience acquired during these four terms may be of some benefit to the younger clubs which are daily springing into existence.

The first thing to be considered is the *membership*, and I think it no exaggeration when it is stated that the welfare, prosperity and standing of a club, socially and otherwise, depend more upon the personnel of its members than anything else. By this it is not meant that the members should all be possessed of the same degree of education nor that their financial standing should be the same; but it should be insisted upon that all members should be *gentlemen* in all that the term implies, and when this criterion is adopted and strictly adhered to, you may rest assured that your course will be much smoother, and that your club will assume and maintain a standing in the eyes of the public that it cannot secure in any other way.

The occupations, conditions in life, and habits of the members may, and undoubtedly will, differ very materially, but while these differences exist, there is nothing to prevent them all being gentlemen. A very good rule to lay down is this: Say to yourself, shall I, or would I be willing to, introduce this applicant to my sister or mother? Unless you can satisfy yourself that you would be willing to ask the applicant to your home, vote against him.

THE NEXT QUESTION

that naturally suggests itself is, "how am I to ascertain the character of the applicant?"

Of course it seldom happens that an applicant is personally known to all the members, and those who are not acquainted with him must depend upon the recommendations of other members. In order to ascertain the character of an applicant, I would first suggest that he be invited to come around to the club quarters and become acquainted with the members, and after one or two visits and attendance upon club runs, you will be able to form a very good idea of the desirability of the applicant.

When the application is made, it should be referred to a committee (appointed or elected) of the representative men of the club, whose

duty it should be to inquire into the character of the applicant, and report to the Executive Committee of the club.

If this membership or election committee does its duty, no objectionable persons will be able to find their names upon the roll of members.

If the name be favorably reported upon by the election committee and also by the Executive Committee, then it should come before the club for action; and the members who endorsed the applicant should say whatever they think is proper, in order that the club may act intelligently upon the application.

THE CHARACTER OF AN APPLICANT

can frequently be determined by the character or standing of the members who endorse his application.

Having thus determined upon the course to be pursued with regard to the admission of members, the next thing to be considered is the control or management of the members, and the affairs of the club. These two subjects are entirely distinct and separate, although the former is dependent upon, and controlled to a certain extent by, the latter.

THE NUMBER OF MEMBERS

is a matter that may be varied as desired, but care should be taken to select only those who are capable, energetic, and willing to work. The officers should all be members, *ex-officio*, of an Executive Committee, and it is advisable that some members who are not officers be elected to serve upon the Committee, to represent the club at large.

All matters that relate to the affairs of the club should first be submitted to this Committee for its action, and the minutes of the committee meeting should be read at the next regular club meeting, and unless the action of the Committee be disapproved of by the club, the Committee's action should be final. All sub-committees such as the Election or Membership Committee, and a Room Committee should be composed of members of the club, one (at least) of whom shall be a member of the Executive Committee, thus bringing a representative of the Executive Committee into every matter that can in any way effect the club. I have heard, repeatedly,

OBJECTIONS MADE TO THIS CENTRALIZATION.

so to speak, of power; but instead of being convinced of the force of the objections, I have, from careful observation, come to the conclusion that the plan above indicated is by all means the best that I have ever seen or heard of. Take a large club, and there are certain members who rarely attend meetings, and as proof of this I might say that out of a membership of 120 active members it is the exception when thirty members attend the meetings. [This is true.—Ed.]

It is fair to presume that a committee of five or six, or even ten, can much more thoroughly discuss, investigate and determine upon a matter than can a crowd say of thirty or fifty, who, prior to the night of the meeting, probably never heard of the matter to be considered.

Two years on the committee and two years off the committee have given me an opportunity to judge of the merits of having everything properly digested before bringing it before the club for action. After officers have been re-elected several times, there will be, without intention, but gradually and almost imperceptibly,

FORMED A CLIQUE,

which, if allowed to grow, will ultimately cause a split or breach in the club, and therefore when an officer who is of the clique is before you for re-election, vote against him, although he may be a good officer. It is much better to sacrifice or humble the pride of one than to let the club be disrupted, as will surely follow if the clique is allowed to exist or grow, for no matter how much that officer intends to avoid affiliation with the other members of the clique he will inevitably and almost unknowingly fall in with them. Avoid therefore the formation of any cliques, as their sole object is to "run" certain schemes through the club to gratify their selfish ambition.

Now with regard to the control or management of the members themselves. This matter should be left to a committee, the Room or House Committee, to which reference has already been made, and this committee should bear in mind that

THE FEWER RESTRICTIONS THE BETTER

will be the conduct of members. Give them to understand that you consider them gentlemen, and expect them to act as such, and you will, in nine cases out of ten, find that this is about all that it is necessary to do. If there is any member who would break the club rules, the mere fact of having such rules would not prevent him from breaking them; he would do it whether there were or were not any rules. The mere fact of having rules raises the presumption that there is necessity for such rules, and this not pleasant to admit.

It should also be the duty of this committee to scrutinize and ap-

prove all the bills of the Treasurer. This officer should furnish each month, an itemized statement, which should be carefully examined by all members of the club, not only for their information, but in order that they might devise means whereby the unnecessary expenses could be done away with.

The foregoing gives an outline of the principal factors in a club's government, and will, I trust, be considered by those who contemplate the formation of clubs as well as by those who are interested in the good government of existing clubs. Before concluding, there is one rule that I think is of the utmost importance, and that is, to incur no liability unless you see your way clear to meet it. Washington, D. C., Feb. 4, 1888. RETLAW.



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We have in this column numerous items on the Stanley show, taken from the English papers. We shall have a specially written article from our English correspondent on the subject, we hope for our next week's issue. In the meantime we take from the *Bi. News*, the *Cyclist* and *Wheeling* the information most likely to interest our American readers.

"The appearance of the Pope Co. at the Stanley Show for 1888 may be said to mark an era in the history of the cycle trade. The greatest possible interest was felt in these machines, and when they arrived on a Monday—the steamer bringing them was a day late—many members of the trade taking an early opportunity of inspecting them. The general verdict was certainly that they were well made, and machines of which the Pope Co. had every reason to be proud. The racer, in particular, was as fine a piece of work in that direction as any we have seen, and we no longer wonder at the records of Rowe and others, considering the mounts they were on. Putting insular prejudice aside, the principles of English free trade will give the Pope Co. a fair field and no favor—which is more than English-made machines always get in the States—and it is certain that, if there is a market for them in this 'right little, tight little island,' no man is better able to find same out than Mr. Sydney Lee." —*Sewing Machine and Cycle News*.

The *Spectator* correspondent has been taking a stroll among the St. Louis trade, and we are pleased to note that he arrives at the following cheerful conclusions: "Taken as a whole, the local cycling trade never looked quite so encouraging as it does at this season, and our good streets, parks and country roads will be inducements to swell the ranks of our riders by large accessions of those who at present walk or ride in the street cars.

The Victor people report that the old, reliable Victor swing saddle is constantly growing in popularity with riders. You will find them on all sorts of machines, but you never find another make of saddle on a Victor bicycle.

It may be interesting for our readers to know that Messrs. Stoddard, Lovering & Co., were the first importers of English wheels in this country; and the English Challenge wheels, which were once sold by the Pope Mfg. Co., came through their hands, as have most of the English machines during the last ten years, although their name has never appeared in the transactions. They still control the agency of the Rudge in a wholesale way, as Mr. H. M. Saben will continue the distributive part of the business through his numerous agents. Mr. H. D. Corey still retains his interest in the Rudge business, and divides his time between the Rudge and Columbia headquarters.



THE VICTOR SAFETY FOR 1888.

We called up at 182 Columbus avenue to get facts in regard to the new Victor safety, 1888 pattern. We found President A. H. Overman ready to give us the information. "You will be the first to get facts, now what do you want to know?" said Mr. Overman. "Wherein does the new pattern differ, and improve on last year's pattern?" we asked.

"First of all," replied the gentleman, "we have corrected the steering centres so that in the new machine the sensitive steering which characterizes the type will be entirely done away with. You will notice that the steering post is much nearer the perpendicular than common. Another great point is the change in the frame. We have adopted the five side double tubular back fork frame. It is the most expensive and difficult form to make, but we are after results, regardless of cost or difficulty, and so in the 'five side' frame we find the greatest strength and stiffness that can be attained. The spring fork will be practically the same as last year. The steel used in the construction of these springs is the same as used in the very finest quality of sword blades. It is the most elastic and toughest grade of steel manufactured.

The 'Rocking beam,' on which the front forks and steering head are hinged, is made in the most careful manner, and each joint or hinge plays on a set of balls. The stay rods are adjustable, and instead of going down from the head to the hub, equal distance from each other, they follow about the slant of the spokes, thus giving a more rigid stay and more graceful lines. Neat foot rests, also adjustable, are fitted on to each side of the spring fork. Balls are used in every part possible where motion is encountered, and this fact will be appreciated where it is known that each machine has 176 balls in its make-up; the largest number ever put into one cycle.

The adjustment of chain is very simple, and can be accomplished in a very few moments. It is done by the turning of one screw, which can be secured in place by a simple lock nut device. The wheels will be the same as last year, hollow rims and tangent spokes, with forged steel hubs.

The machine is every bit made in our factory at Chicopee Falls. Every piece is made positively interchangeable, and is gauged down so that an infinitesimal fractions variation condemns the part so tested. The best steel and drop forgings are used throughout. The seat rod is milled in such a way that the rider having once properly adjusted the reach he can, if he change for some one else, at once put back the post to his own reach. The saddle is adjustable back and front, and is detachable as last year. The handle-bar and handles are the same as formerly, as is also the brake. The finish will be about the same as last year."

This was about the pith of what Mr. Overman imparted. Oh, yes, there was one more important point: In most, if not all safeties, the distance between the bearings on the crank gear axle and the end of said axle are unequal, thus: A—B—B—G—A. The A's represent ends of axle, B the bearing points, and G the gear wheel. On the gear side the length is greater than on the other. This extra leverage on the right hand side causes the wheel to wobble; to abolish this, Mr. Overman has carried the axle out on the

left hand side, so that from A to B on both sides will be equal distances, thus securing steadiness in driving powers. We have spoken in the past of the great comfort to be found in one of the Victor safeties. With the improvement described about this year's pattern cannot fail to be in great demand among riders the coming season.

FOR the newspaper man and advertising agent we know of no publication of greater value than the *Advertiser's Reporter*, issued by the Publishers' Commercial Union, at 69 Dearborn St., Chicago, Ill. The present edition is the sixth Annual, and contains the condition and credit of all the principal advertisers in the United States, also the ratings of all the most prominent advertising agents in the country. Although our dealings with the "Union" have been of short duration, they have been of the most satisfactory and reliable nature. This sixth edition has been carefully revised up to date, and reports of corrections, additions, and new ratings are sent out to subscribers at frequent intervals. The *Reporter* is really an invaluable publication for all those who are dealing with advertisers or agents. In case a name is not rated, the personal attention of the "Union" is given, and a confidential report given to subscribers.

H. W. GASKELL is now in the employ of the Rudge Co., Limited.

THE handsomest and most valuable thing in the way of an advertisement is a splendid metallic thermometer, given away by the Overman Wheel Co. A limited number only will be distributed, as they are too costly to give indiscriminately. Happy is the man who can get one. We understand that they will be given to cycle clubs only. They are the finest thing of the kind we ever saw.

We took a peep at the new Singer tricycle the other day, we mean the one with the three wheels almost the same size. We are going to treat our readers to a description of this dainty, little machine in our next issue if we can.

STEVEN's machine, on which he rode round the world, is at the Stanley show.

"THE new 'Swift' safety for 1888, by the Coventry Machinists Company, should have attention, it being one of the best yet placed upon the market, and will, we believe, have a large sale for the coming season. The new 'Marlboro' tricycle is fitted with a new spring fork to the steering wheel, which, while absolutely rigid as regards steering, plays vertically to all the inequalities of the road. The C. M. Co. also show a new spring-frame safety, in which the handles are made to move vertically as the frame gives, so that the rider is always the same distance from his handle-bar, which, in machines of this kind, is a distinct gain. In all the Coventry Machinists' Co. have 35 machines on exhibition, among which are two exceptionally light racers, bicycle and tricycle, built to the order of Paul Medinger of Paris."

We hear that W. J. Morgan will bring over a number of riders, including Howell, to take part in the fall tournament for the coming year. They will race in the interest of Messrs. Rudge & Co., whose machines that team now uses.

THE Rudge catalogue is now ready, and will be sent to any one upon application.

THE new Rover type safety of the Pope Mfg. Co. is called the Veloce Columbia. For simplicity of design and mechanical construction it will be hard to find its superior. For ease and comfort of the rider it has been fitted with large tires and comfortable cradle-spring, and there are no unnecessary joints to work loose or get out of order. From indications, it will undoubtedly be received with a great deal of favor.

We have booked our order for a new Victor safety of the 1888 pattern, description of which we give in this issue.

NEVER were instruments of the kind submitted to better tests as are being applied to the Victor cyclometer. Each of these machines is proven by being run *ten thousand miles* at the rate of five miles per minute. When they go out they are *right*.

AMONG the novelties shown at the Stanley show were a racing safety weighing nineteen pounds, and a racing bicycle weighing eleven pounds.

MALBY, the celebrated trick rider, has arrived at his home in Connecticut. The BICYCLING WORLD Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the BICYCLING WORLD Co., 12 Pearl street, Boston.

MODERN requirements make things possible now-a-days which five years ago would not have been. The wealthy who contemplate building can put their hands down deep into their pockets, go to an architect, and, regardless of cost, obtain original designs that suit his fastidious taste to a dot. There are those in this life who are not millionaires, but whose tastes are dainty and refined. To the man of moderate means who wants to build, the architect's fees for special designs and estimates are of no small moment. The Co-operative Building Plan Association Architects, of 63 Broadway, New York, meet the demand of the moderately well-to-do masses. We have before us an exquisitely gotten up paper-covered book, giving elevations and plans for twenty-nine houses, ranging in cost from \$1000 up to \$4000. The designs are of the very latest and best types. The party can pick out his design, and for a sum ranging from \$15 to \$33 he can secure a full, regular set of working plans and guaranteed estimates as to cost of house. This is an excellent thing, and places the services of A1 architects at the disposal of those whose pocket books are not fathomless. To those who want to go high, as well as those that cannot afford it, we can say that the Association publications cover 350 designs, ranging in cost from \$600 to \$20,000.

It is not an improbable thing that bicycling for ladies will not be an accomplished fact before many days. The Smith National Cycle Co. of Washington have lately completed a bicycle and tandem bicycle, especially built with a view to meet demands of lady riders. The ladies' bicycle consists of a 30-inch rear-driving wheel, and a 24-inch front-steering wheel connected by a U-shaped frame, with ample space between the seat and handle-bar to allow freedom to the skirts for graceful mounting and dismounting. The seat is stationed directly over the front wheel, with the pedals immediately beneath, so that when seated the lady stands in an absolute verticle position over the pedals. The frame to which the pedals are attached, is low, near the ground, enables the machine to be worked with perfect ease and without awkwardness or disarrangement of skirts. The machine is geared to a 54-inch wheel if desired, or any

other gear that may be ordered. The tandem bicycle is one 32-inch driving and one 24-inch front steering wheel, with a connecting frame dropping low to the ground and running forward entirely beneath the feet of the front rider, thus having no gearing or frame of any kind in front of the forward rider, the handle-bars extending from the rear around to the side of the forward rider. Both riders sat directly over the rear wheel and drive it by two sets of pedals and endless chains. The steering and balancing is entirely under the control of the rear rider, making it unnecessary that the front one shall know anything about cycling. Several ladies have tried it, and pronounce it a great success.

RECENT PATENTS.

List of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston.—

- No. 375,755. Velocipede, W. P. Kidder, Maplewood, Mass. A tricycle.
- No. 375,971. Velocipede, J. F. Steffa, Rockvale, Ill.
- No. 376,051. Velocipede, Robert Steele, Philadelphia, Pa. A tricycle.
- No. 376,073. Railway velocipede, Charles L. Collier, Howell, Mich.
- No. 366,241. Bicycle, Peter F. Filliez and A. C. Mounin. Two trailing wheels supporting an extra seat.
- No. 376,322. Velocipede saddle, E. G. Latta, Friendship, N. Y. Assignor to Pope Mfg. Co., Portland, Me.
- No. 376,551. Tricycle, Geo. Geo. W. Rodecap, Middletown, Ind. One large rear-driving wheel, and two small forward supporting wheels.
- No. 376,662 and 376,892. Velocipede saddle, E. G. Latta, Friendship, N. Y. Assignor to Pope Mfg. Co., Portland, Me. Two patents.
- No. 377,204. Velocipede, E. G. Latta, Friendship, N. Y. Assignor to Pope Mfg. Co.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.

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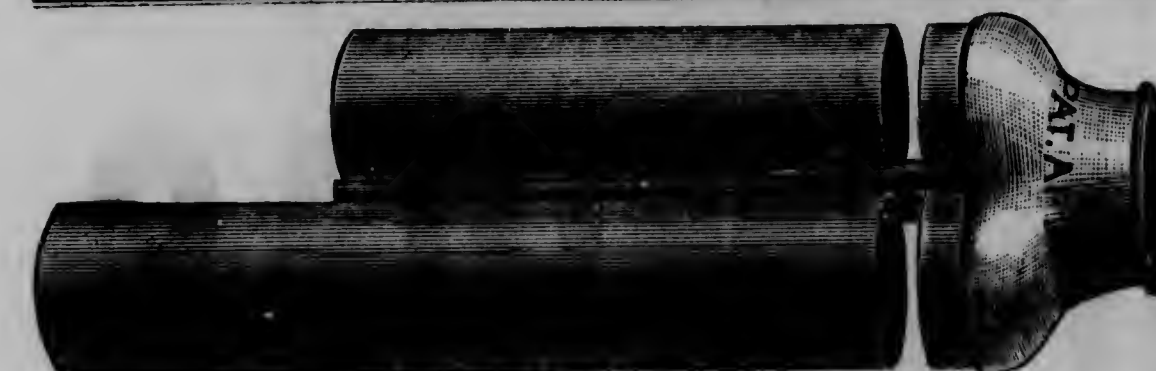
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Volume XVI.
Number 17.



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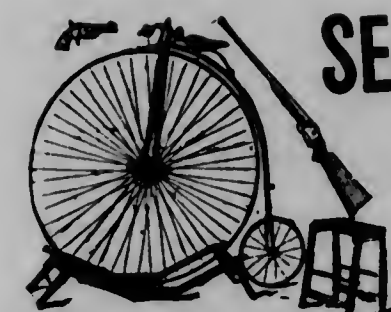
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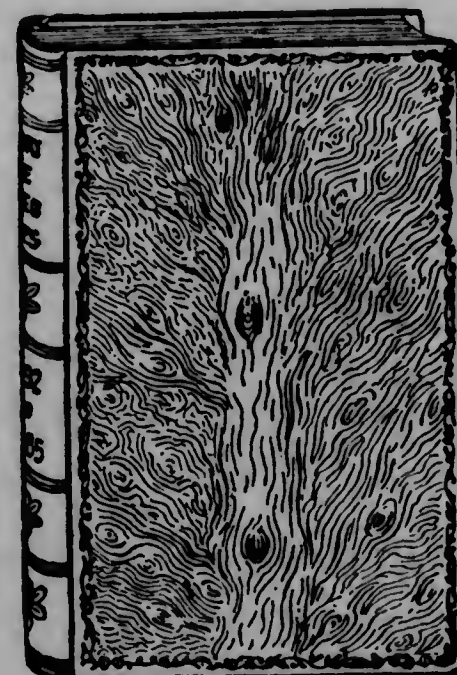
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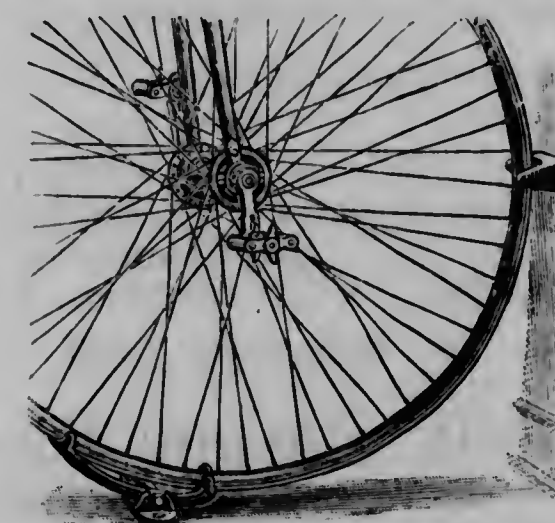
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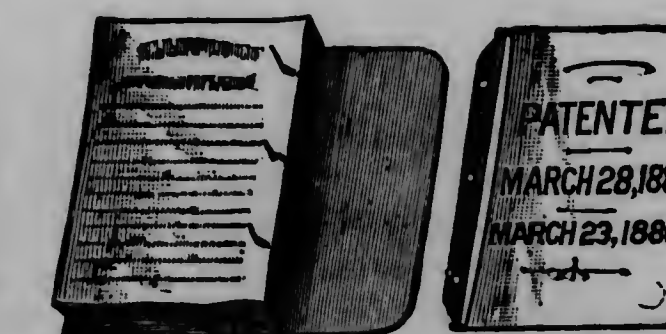
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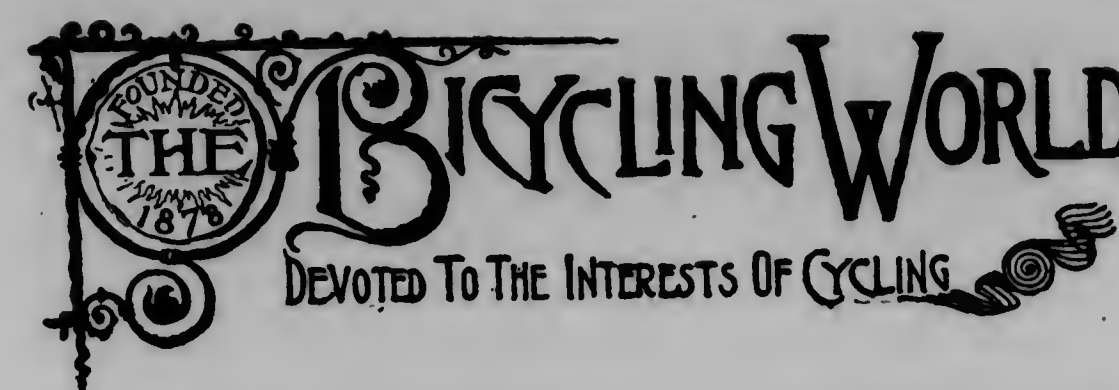
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 24 FEBRUARY, 1888.

BY all means read Gentleman John's "chat" on the Stanley Show. It is off the usual run of dry facts and figures, and deals with the matter in a style most pleasing and readable.

CYCLING legislative bodies have been crying for equal rights for wheelmen. Now they wish to restrict, regulate and control wheelmen as if they were all boys needing a mother's care. Witness the action of the English N. C. U.

JUST as we go to press we have a letter from "Gentleman John," who has seen the Le Four brothers en route for South America via St. Thomas. We shall print the interview in our next, together with portraits of the plucky Frenchmen.

THE Pacific coast wheelmen have gone and flocked together with their own League. They are a long way off, but we wish them joy, though it would seem as if the re-organization of the one League would serve every section all it needs in the way of organization.

WE do not know just how wheelingly our readers feel about now, but we must confess that the contemplation of all the beautiful new designs for wheels has created a desire to once more cross the pig skin. Indeed, we feel quite enthusiastic and impatient withal, to be off on the road.

FROM all about comes the cry for road improvements, and a very pleasant cry it is. It shows how the wind blows. It must be years, of course, before any perceptible change will be made in our highways, but let all good wheelmen keep hammering away, and something good must result.

AGAIN to England for a note and a suggestion. Now don't call us Anglomaniacs because we say it is good, distinctly good. We learn that the wheelmen of Shields, a town in Northern England, is to give the road repairers of their district a dinner and entertainment, will have given it by the time this reaches our readers. Damning alleged road repairers does not seem to have done much good, but perhaps a good dinner and a few sensible speeches might produce some results.

ROWE is in England, and can answer for himself now. Some of our bigoted friends on the other side will have a chance to see what their "only timer," with his Kew certificated chronograph, makes the running. We wish Rowe every success, if only to convince a few who would not believe that any good could come from this country.

THE attempt to prohibit road racing in England, is meeting with lots of opposition, and several leading record breakers and hard road riders have signified their intention of ignoring the action of the ruling body. We hope our League will consider well before it takes too strong a stand in the matter of trenching upon the personal liberties of its members.

SEVERAL enterprising makers are endeavoring with might, main and ingenuity to mount ladies upon two wheels. The form of the machine is that of a low safety, and while we doubt not they are perfectly practicable for be-skirted riders, we think them unsuitable. We never saw a low safety yet that was not extremely dirty. The nearness of rider to the ground and the position between the two wheels results in more dust and mud about one's legs and feet than would suit any lady. Even for men the ordinary safety is uncomfortably dirty, but men can stand a good deal for the sake of a real good riding machine.

RIFLE MATCH.

THE match last Wednesday night between the Warren Wheel Club and the Hyde Park Ramblers rifle teams, five men each, resulted in a victory for the Hyde Park Club, scores as follows: For Hyde Park—Sawyer, 94; T. A. Walter, 96; J. Walter, 89; F. A. Hall, 92; Read, 94; total, 465. For Warren Wheel Club—Anderson, 92; Read, 90; Savell, 88; McCormick, 89; Noble, 95; total, 454. The return match will be shot at Hyde Park in a few weeks. The Warren and Hyde Park men are anxious to hunt the bull's eye with any club that can furnish a team. We would recommend to the snow-bound wheel clubs this form of winter amusement, it is an excellent and exciting pastime.

SIX-DAY RACE AT PHILADELPHIA.

AT 10 A. M. Monday, nine men faced the starter at the Elite Rink, Philadelphia. They were Frank E. Dingley of Minneapolis, S. G. Whittaker of Chicago, W. F. Knapp of Denver, R. A. Neilson of Boston, S. P. Hollingsworth of Indiana, H. G. Crocker of Newton, W. A. Rhodes of Boston, E. McDowell of Philadelphia, and C. W. Ashinger of Ohio.

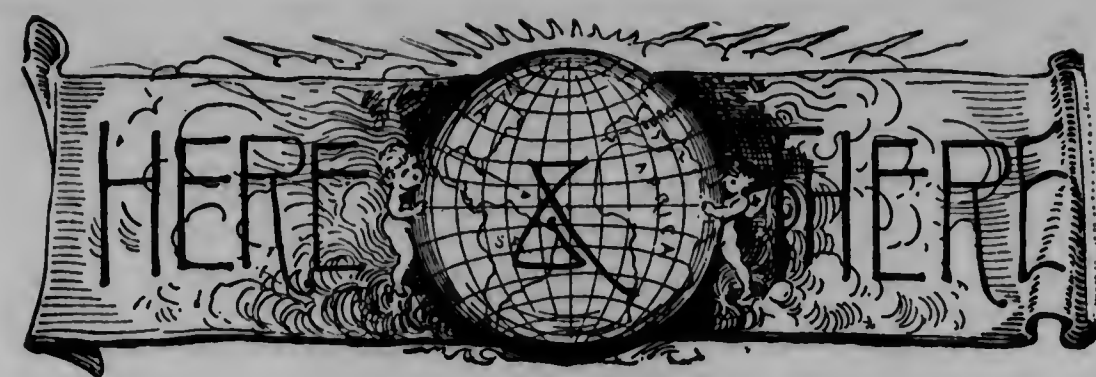
A bad smash-up injured Crocker so as to throw him out of the race. Dingley reached 100 miles first in 6h. 11m. The score for the first 12 hours: Dingley, 181 miles 6 laps; Hollingsworth, 180 miles 7 laps; Knapp, 173 miles 2 laps; Rhodes, 168 miles 1 lap; Ashinger, 171 miles 2 laps; Neilson, 155 miles 3 laps; Whittaker, 153 miles 8 laps; McDowell, 147 miles; Crocker, 71 miles 6 laps.

The second day of the six-day bicycle race closed at 11 o'clock Tuesday with the following scores: Dingley, 354 miles 4 laps; Knapp, 339 miles 9 laps; Rhodes, 338 miles 10 laps; Ashinger, 336 miles 5 laps; Hollingsworth, 329 miles 2 laps; Neilson, 228 miles 5 laps; Whittaker, 222 miles, 9 laps. Crocker is still confined to his bed.

At the end of the third day, the score stood: Dingley, 513 miles 10 laps; Knapp, 502 miles 8 laps; Hollingsworth, 492 miles 3 laps; Ashinger, 479 miles 5 laps; McDowell, 470 miles 5 laps; Rhodes, 454 miles 10 laps; Whittaker, 280 miles 2 laps; Neilson, 240 miles; Crocker, 119 miles 11 laps. W. COCHRAN.

The eighth shoot of the Warren Wheel Club took place Tuesday. The score as follows: Anderson, 93; McCormick, 92; Noble, 91; Prentiss, 91; Willard, 90; Read, 90; Frost, 89; Savell, 89; Lang, 87; Bicknell, 83; Hiscock, 76. The lead is still held by Savell, Noble second, Anderson third.

In view of the great six days' race started in Philadelphia last Monday, some facts as to ages and the contestants may be of interest. F. Dingley is the oldest of the lot, and is now 32 years of age. Then comes Jack Prince with his 28 years. R. Neilson is 27, and so is C. W. Ashinger. Stillman G. Whittaker is 26 years old, while S. P. Hollingsworth and W. A. Rhodes are each 22 years of age. Horace Crocker and W. F. Knapp have barely reached their majority, while the youngest of the crowd is E. McDowell who has only 18 years of life to look back on.



ENGLISH LETTER.

"SENATOR."

My fox hunting, rabbit coursing, shooting, and my other amusements in the country, came to an end on Wednesday last, and in response to Ralph Temple's imploring letters, I bade my relatives and friends of the pleasant country-place adieu, and hied me to London and the Stanley Show. Poor Ralph had become lonesome, as Woodside was in Ireland laying up a plentiful stock of little jokes and yarns, which are so common in the Emerald Isle. Woodside also writes me that he has been doing a good deal of road riding and touring, as the roads were fairly good. "Woody" is evidently preparing for the year's campaign. My vacation in the country served to afford me a fairly good rest from cycling, and enabled me to map out several important campaigns for the American team in England and abroad, though the present ominous war clouds hanging over Europe bode no good for the team's impending Continental campaign.

THROUGH the thoughtful courtesy of Mr. Dring, the Secretary and Manager of the Stanley Show, a press ticket awaited me at the *Sporting Life* office, so, in common with cycling London and Great Britain generally, "I took in the show." A thoroughly representative display of tandems, tricycles, safeties, ordinaries (and many extraordinary looking affairs), was in view in the main building of the Royal Aquarium, just in the shadowy gloom of old Westminster Abbey, and its historic associations, and a better place (unless Royal Agricultural Hall, Islington, may be mentioned) could not be found. The only (and to my mind great) drawback to the show, was the mixed variety performance, which included an alleged "beauty" from Tunis, called "La Belle Fatina," and a pack of hungry looking wolves, who seemingly understood Russian and a massive whip better than some of the visitors understood the working of the tandem-cup affair exhibited by the Coventry Machinists' Company on their real smart, showy platform. To my mind, the aforesaid variety show, in a great degree, took the attention of the large crowds almost entirely (unless the cyclists can be excepted) from the object of the promoters (i. e., the cycle display). A simple exhibition or match between trick riders, and a track similar to the Agricultural Hall, with a few races between amateurs and professionals on ordinary and geared machines, would, methinks, aid cycling more than a "wolf-beauty" aggregation. It is an injustice to exhibitors, and a partial failure to carry out the intentions of the managers and promoters. Next year, I would certainly recommend Secretary Dring to take the show to Islington, and give the audience a purely cycling show. The audiences would be quite as large, and better results to all concerned would accrue. There was nothing radically new in the show, except the safeties seem to have been made a special feature, done, no doubt, in a great measure, to relieve many of the leading makers of a super-abundance of the "dwarfs" accumulated during the craze, although a tolerable demand was noticed. Tricycles and tandems seemed to more than hold their own, while the ordinary bike seemed to be an article of security and in greater demand than ever. Everything connected with the Stanley Show of 1888 seemed to be of practicable use, and the craze for oddities and monstrosities, seemed to have at last died a deserving death, after a reign of nearly ten years. [On the subject of the relative popularity of safeties and ordinaries, our English correspondents do not agree.—ED.]

A LOT of sundries, and numerous small exhibitors, which would not be of much service to speak of, were present, so I close my hasty and brief review of the Stanley Show, as I understand Gentleman John will elaborate. I desire to mention a few of the well-known men I met there, and who expressed admiration for the BICYCLING WORLD, its editors, and a genial shake of the hand for your correspondent. America was ably represented by Mr. Samuel Clark, of Baltimore, who is over here on business connected with his importations. Mr. Clark held a little levee with the American team representatives. Mr. Joseph Pennell, the artist, traveller, and writer of cycling and other subjects, sends his regards to American friends, and informed me that a new book on a portion of his travels on cycle and foot would shortly appear. Mr. Bert Owen of Washington, D. C., was another prominent "Yankee" visitor, so was Mr.

Belden, connected with the Pope Mfg. Co. of Hartford. Mr. Belden was not allowing the grass to grow under his feet. I heard Mr. A. H. Overman intended to have been present, but had missed the boat. How is that, Mr. A. H.? Mr. Herbert Gaskell, fresh from the United States, in charge of Rudge & Co.'s stall, sends his warm regards to his American friends. The prominent Englishmen I met were: Messrs. Singer, Phillips (Walter), Woodcock, Hillier, Marriott, Cooper, Humber, Rucker, "Tubby" Herbert, Hillman, Lee (Sydney), Furnivall (Junior), Liles, Buckingham, Oxborrow, Englehardt, Allard, Adams, Mills, Osmond, Major Knox-Holmes, Palmer, and others. The press was ably represented by Messrs. Sturmer and Swindley, *Cyclist*; Hillier, Kelly and Harmsworth, *Bi. News*; McCandlish, Nairn and Low, *Wheeling*; Macredy Bros., *Irish Cyclist*; Walker, Berlin, *Rakfaher*; *Velocé-Sport*, Bordeaux; *Athletic Journal*, Manchester; Wheelwright, *Sport and Play*, Birmingham; A. J. Wilson, "Faed," *Tricycling Journal*; Charles Larrotti, *Athletic News*, Manchester, and others.

WELL, by this time your readers, and America generally, will know that W. A. Rowe of Lynn, Mass., is in England, and a member of the American team. The cause of Rowe's coming was no doubt the result of the success of the team. He decided to apply for membership therein, realizing that racing for at least next year (without that team and its allies) would be practically dead in America. About Christmas the Manager of the American team received letters from Mr. Rowe and Mr. W. S. Allen (who accompanied him to England), asking if it was possible that arrangements could be made for his admission to the team and the likelihood of matches with all comers. In reply a letter was sent informing the holder of all records the terms on which he could join the team. He was informed that he should enjoy the same privileges, and obey the same rules which have served to bring the American team into such prominent notice before the world. He was told he would at all times be expected to do his best, and would be matched against Howell and all comers, and he would be free to ride any make of wheel he fancied. Mr. Rowe's reply was by cable, as follows:

"Will come; send instructions." W. A. R.

He was cabled as follows: "Sail immediately; will meet you at Liverpool." American Team.

The following reply was received: "Sail February 1st, Steamer 'Germania.'" Rowe.

Temple goes to Liverpool to meet Mr. Rowe and Mr. Allen, who will train him, to-morrow, as he is expected to arrive on the 9th. He will be met by Liverpool cyclists and given a reception at the cycle exhibition, which opens at Liverpool on the 13th. In the meantime, Mr. Woodside will join his future stable companion, and will come on to London. Temple, after filling a week's exhibition at the Liverpool Cycle Exhibition, will join them, and the trio will go into active training. In the meantime Mr. Rowe is matched against Mr. Howell for \$1000 and the world's championship at one, five and ten miles, the races to take place in April.

THE American team's six-day engagements, are Newcastle, Feb. 27 to March 3, and Royal Agricultural Hall, London, March 24 to 29. W. A. Rowe will appear at both places. Mr. Rowe will be under the sole management of the American team's manager, who will direct his future movements, while Mr. Allen of Lynn will prepare him for his races. By the way, the American team's manager is in receipt of numerous letters from American professionals asking for encouragement to either join the team, or to come to England. Now my advice is (especially to the party who wrote in behalf of one of those fraudulent gentlemen who took part in the disgraceful Minneapolis affair), unless you are faster than Rowe, Temple, Woodside and Howell, don't you come to England, unless you have a return ticket in your pocket, as walking is very bad from Liverpool to New York, and there can be no "jobs" executed in the American team camp confines and no encouragement given to frauds of any kind.

THE American team is of the firm opinion that honesty in racing is the only road to success, and a strict adherence to strict sportsmanlike conduct at all times, is the only thing they will do as a team, then if they fall by the way in doing so, they fall in the full belief and satisfaction that they fell in doing their duty to the public and their own conscience. I don't see how that Minneapolis affair could be anything but what it turned out to be; look at the men connected with it. Any race that Colonel Tanner is interested in, you can bet is worth looking into pretty sharply. This man's companion, Hank Sealey, is another of the same stamp. The latter is the man who did all he knew to prevent me from winning the last 48-hour race in Minneapolis, in order that he might "work" the betting. After forbidding my trainer to allow him to approach my dressing-room, he swore I should not win another race in Minneapolis; neither did I. It will be remembered while leading in the race with Schock, on the fifth day of the night and day race, I was attacked with sudden sickness

while leading easily, and which lost me the race. He kept his promise, and if I was as sure of some things as I am of the fact that I was "stopped" in that race, I would be satisfied.

I NOTICE my friend, the "Owl," has recently been devoting his surplus energy in spinning a few of his little jokes at my expense. I will ship a deadly Bologna sausage from Germany in order to get "even" with him, if he does not stick to his almanac better.

FURNIVALL and Temple were in deep conversation the other day in the Stanley Show. Furnivall was trying to persuade Temple that the latter could do 2.20 for a mile if he had plenty of good pace-makers on a large track. The celebrated amateur protested he would never race again. We'll see.

NICK KAUFMAN, the trick rider, gave the press a little surprise (and Mr. Etherington and himself received one in return.) He issued cards for a champagne supper in the Aquarium of the fifth day (or evening) of the Stanley Show. The real object of the meeting was soon transparent (so was Etherington's hand), as in proposing Kaufmann's health, the Chairman, who had been, no doubt, duly posted, proposed that a medal should be presented to the giver of the supper, representing the "trick championship of the earth." Kaufmann blushed, and his guests, with a few exceptions, applauded the worthy Chairman. Mr. Kaufmann was very careful in his selection of guests for the little affair, but made a fatal mistake in inviting a true sportsman, who knows a thing or two about "champions;" that gentleman was Mr. George W. Atkinson, editor of the great London daily, *Sporting Life*. Getting on his feet he moved an amendment to the fact that Mr. Kaufmann should (in all fairness to other aspirants) win the title before he wore it. This caused a fall in the Kaufmann trick stock market of several degrees below zero. There are a few persons left who know champions when they see them.

NEW JERSEY NOTES.

"RATCHET."

THE entertainment of the Hudson County Wheelmen, to be given in Pavonia Rink, Jersey City, on the evening of March 2, promises to be one of the finest affairs of the kind ever held in this vicinity. The one-half and one-mile handicap races will be contested by good riders; the trick riding of Maltby and Stout needs no comment, and the game of polo, with Chas. E. and E. W. Kluge and A. S. Brown "up" is bound to be interesting. The Elizabeth wheelmen will be represented in both the polo and the racing.

THE Elizabeth Wheelmen will attend the entertainment of the H. Co. W. in a body. The members will go in full uniform, and will take the 7.12 train from Pennsylvania Depot.

A NEW cycling club, with headquarters at Grovestend, is being talked up. It is also rumored that a club will be formed by the employees of the Clark Thread Company in the spring.

HOWARD A. SMITH had a letter from W. C. Herring a day or two ago, and says the ex-Brooklynite, whose letter is postmarked "New Market," writes as though he was at peace with all the world.

OH, ye proof reader! The idea of "the good citizens of Belleville endeavoring to hound the township for \$40,000," when they are innocent of any such intention, but are simply trying to *bound* it for that amount. Too much "soda," Mr. Proof-reader.

LLEWELLYN H. JOHNSON, riding a "Star" bicycle! Well, well! Actually I thought I had been imbibing too much soda when I saw him merrily bowling along Main street, but I found I did not "have them," for 'twas Johnson on a Star, sure's you're born.

I HAD a look at the road from Newark to Bloomfield on Monday (20), through the windows of a horse car, and I tell you it's bad enough to drive all cycling out of a man's head. Nothing short of a warm, pouring rain, lasting two or three days, will flush down the roads and gutters, and show clear ground.

A LITTLE more of the weather we have had for the past few days, and the macadam will be in fine shape for cycling. About the best thing we could have would be a warm, pouring rain for about two days, to wash off the loose ice and snow, and flush out the gutters and sewers, after which, a day or two of sunshine would make everything serene.

W. DECKER of Belleville, Howard A. Smith and Dave Clark on a tandem, Frank Brock, W. W. Walters, and Ed Stark on a tripper, took a trip of eighteen or twenty miles in and around the Oranges, on Sunday (19), and judging from the looks of their mounts and clothing when they returned they found the roads anything but delectable.

I UNDERSTAND the Bloomfield Cyclers are looking round for new quarters, and will give them a quiet tip that they can't do much better than to choose Arthur Leuthaeusser's place, the Bloomfield Hotel. There is no more popular host in the town than Arthur, and he says if the boys make up their minds to talk business to him he'll do all he can to fix things up to suit them.

"MILLVILLE, although a small, manufacturing town, has about one cyclist for every twenty-six inhabitants." This item, which has been going the rounds of the press for some time, gives Millville about 300 cyclers, and I am rather inclined to think a mistake has been made. Would like to hear from some of the boys down there as to the correctness of the figures.

PERHAPS "Gentleman John" may be interested to hear that our mutual friend, Chas. E. Baldwin, managing editor of the *North-western Architect and Improvement Record*, of Minneapolis, has been in this part of the world for a couple of weeks. He was not aware that "Gentleman John" had left Minneapolis until I told him. He is East partly on business and partly on pleasure.

I WAS rather surprised, a few days ago, to see D. B. Bonnett travelling along High street with a Humber tandem. "Nothing surprising about that," I hear you say. Oh, yes, but there was, for Mr. Bonnett was in a wagon, and so was the Humber. I did not see him on his return trip, but am rather inclined to think that he carried home a Rudge and left his Humber in Orange.

NOW, Mr. Editor, we do not propose to let the little town of Newark be left out in the cold by allowing the assertion of a Boston firm that they are "the only house in the United States using the English process of stoving enamel" to go unchallenged. We have a firm in this town who do as fine work as any firm in the country, and the firm uses the English process of stoving enamel.

PITTSBURG and VICINITY.

"DUQUESNE."

As the riding season draws near it is apparent that this is to be a red-letter year in the annals of cycling hereabouts. The various agencies report that orders are coming in, and the back-woods contingent are writing for catalogues. Inquiries for second-hand wheels are numerous, and if these things have any significance there will be a host of new riders this year.

WHERE is the *Wheel's* Pittsburg correspondent? Is he dead, or only sleeping? He wields a facile pen, and his notes are not among those that "never would be missed."

W. P. BANKER is back from Chicago. He seems to have absorbed some new ideas in the windy city. The object of trip was to perfect arrangements with the Gormully & Jeffery people, who will be represented by him.

I HAVE nothing to say in relation to the *Bi. News'* squib on Duquesne, but as a personal favor, I wish that some one who is not so obtuse as I, would explain it to me. Jokes (such as that) should always be accompanied with an explanatory diagram.

KANSAS CITY.

"MENTOR."

THE *Times* this morning (12) contains an account of the change in the future plans of *Bulletin*. The news is that the *WORLD* will publish the official announcements of the League, and that the publication of the *Bulletin* will be discontinued. As much as the news surprised wheelmen here, it is looked on with favor. The *WORLD* is to be congratulated on securing the large constituency the *Bulletin* possessed. The *WORLD* will be welcomed in its new capacity, and congratulations are offered all round.

MESSRS. OTTO WULECKUHLER, Secretary-Treasurer, Ned Jewett and Harry Phelps, of the Leavenworth County Wheelmen, Leavenworth, Kas., were in the city last Sunday, visiting fellow wheelmen.

CAPTAIN HILTON, of the St. Jo Ruralists, was in the city yesterday. He states that a big time will be had in his city Memorial Day. Neighboring city clubs will be invited to participate in the festivities.

It is generally believed that W. C. Bradley of Ottawa will be the next Chief Consul of Kansas. A better selection could not be made, as Mr. Bradley is a popular, energetic business man, and he will be an honor to the Division as its chief executive. The less said about the present incumbent the better.

CHARLES C. CANDY, formerly Secretary-Treasurer of the Kansas Division, is now travelling over the West in the interests of the Overman Wheel Company, as its representative. The Overman

Wheel Company is to be congratulated in securing the services of Mr. Candy, as he is popular, and can sell a wheel quicker than any one in the West, without exception. Mr. Candy has hosts of friends here.

J. A. DE TAR and J. E. Glaring, of the United Wheelmen, are in the land of eternal summer and perennial real estate booms, Southern California. Mr. De Tar writes that the rainy season has put a damper on his penchant for scorching. He, however, rode down from Los Angeles to Santa Monica, the seaside resort, and was greatly pleased with the trip. The two wanderers are now in San Diego, Cal.

THE United Wheelmen are booming right along. I dropped into their rooms this afternoon, and I noticed L. S. C. Ladish glancing over the *Wheelman* and the last B1. WORLD. Ladish is permanently located here now, so he tells me, and is engaged in the lucrative patent medicine business. He did not state the nature of his concoction for the preservation of life, friends and property, but I presume it is "Ladish's Liver Laxative," or some other alliterative title.

RECORD OF THE WEEK.

A WELL-KNOWN rider asked us the other day if we did not think that the interest in cycling was decreasing. We asked him why he made the inquiry, and he answered that "Club runs seemed to be getting out of date. The groups so common a year ago on the roads were not now to be seen." "If that is your reason, we can comfort you by the fact that this thing alone is evidence that cycling is getting down on to a normal and sensible basis; less "hurrah, boys," and more good solid fun is what the old rider is after, and what he gets in riding with one congenial companion and not a crowd. Cycling interest is on the increase.

EVERY one will be interested in the letter from the "Senator," and the inside facts as to what Rowe will do in England.

THE Century Wheelmen of Philadelphia are to give an indoor general athletic exhibition at their Broad street club-house on March 6th.

THE racing fever has struck Philadelphia and surrounding country, and rumors are coming in thick and fast as to numberless projected racing tracks.

OUR genial correspondent, Gentleman John, has applied for membership to the Ripley Road Club, McCandlish proposing and Swindley seconding him.

THE six-day "road sculler" contest commenced at the Royal Aquarium, Feb. 13th. The competitors are George Buear, Wallace Ross, C. Carr, W. East, and D. Godwin.

IF Hendee is correctly reported as saying that Rowe's chances of winning his races with Howell are ten to one, we think Mr. Hendee is mistaken, as we judge the chances are more even.

OUR English correspondent reports that Farnival puts Temple down as having the capacity to go the mile in 2.20. We wonder if Temple is the man to capture that gold medal we offered?

FRED WOOD's star is in the ascendant, he lately won £50 at a race meet in New Zealand. This amount, with what Wood's friends have sent him, ought to get him home very comfortably.

MODERATION, gentlemen, moderation in the Wells case, for the sake of the sport and good name of the League don't permit anything to take place that may be regretted on cool reflection.

MR. CHARLES S. LUSCOMB's appointment as Brooklyn Park Commissioner is a grand victory for wheelmen. We congratulate the cyclists of the City of Churches, and the Brooklyn City Government also.

The reorganization scheme has given the League new lease of life, and meets with the general approval of both large and small divisions. It has been fashioned to fit the organization of the day, and it seems to fit.

MR. W. J. FLEMING, of Philadelphia, is doing the island of Jamaica on a bicycle. We have, through courtesy, been permitted to read his letters on the subject, and they are replete with interesting facts and per chance also fancies.

THE engagement of Mr. Herbert A. Fuller, of Brookline, Mass., to Miss Carrie A. March, of Watertown, Mass., is announced. Mr. Fuller is a well known cyclist of this section, being League Consul for Brookline, and President of the Rover Cycle Club of that place.

THE tournament of the Pennsylvania and the Century Wheelmen

did not pan out so large a financial success as it was hoped, or as the class of racing warranted. There were some good races, but the management was slow, or the spectators became impatient sometimes.

CYCLING for the season has already commenced in England and Ireland. The snow has gone, the roads are drying up, and soon road riding will be in full blast again in Great Britain. We poor mortals in this climate can not expect to see roads fit for riding for six weeks to come.

AN Albany cyclist, named Guildford, is a thief and a burglar. He was recently arrested in the act of breaking into Nellis' drug store on Pearl street, in that city. He was highly "insulted" because of his arrest. For cold-drawn, tubular cheek this man's assurance will pass as the best on record. "Insulted" forsooth!!

CROCKER took a bad cropper at Philadelphia last Monday. In the great six days' race a collision occurred between Crocker, Knapp, McDonnell, and Rhodes. It was nobody's fault, but poor Crocker got the worst of it, cutting his head and receiving injuries that put him to bed and caused him to become delirious.

A CORRESPONDENT of *Wheeling* says that she wrote to a London lady friend, who had been to the Stanley Show, asking her if there were any novelties in the way of tricycles. She said, "No there were not, the tricycles still all had three wheels." And this after the missionary work of English Violet Lorne and our own American Daisie!!

MR. F. H. BOSSON, of the Pope Mfg. Co., met with a serious accident the other day. He was walking along Lincoln street, when a large slate from the roof of a house fell, and cutting him through his hat, made a deep and painful gash in his head. He was taken into a store and properly cared for. Mr. Bosson was pretty badly cut, but we are glad to say that no serious results will ensue.

WE wish to correct our several esteemed contemporaries in that one reports "The BICYCLING WORLD will be discontinued." Not so, friend Item. The WORLD will be continued right along, and will not go out of existence for one moment. We also want to correct an error that originated in the *Wheel*, undoubtedly a typographical error. We do not devote ten pages to the use of the L. A. W. Secretary-editor, but we devote two pages.

THE following wire appears in the *Globe*: "LONDON, Feb. 22.—Wallace Ross won a road-sculler's cycling match yesterday. The scores were: Ross, 330 miles; East, 325 miles; Corcoran, 324 miles; Godwin, 286 miles." We do not know how to take this cable. Certainly it cannot be a 24-hour ride, as the distance covered is too long, and if it is a 48-hour, six days, race, the distance does not speak well for the capabilities of the road sculler.

MR. PAGE now says we do not write "rot," but we produce "drivel." He goes for Prial, and we think Prial can take care of Mr. Page, and so for the time being we will allow Mr. Prial to have some fun with our St. Louis friend. Later on, we will bring our sharpened pole into active service once more. Mr. Page is such an irascible, cantankerous individual that we find real enjoyment in stirring him up. For a time we will give him and our readers a rest.

THE lesson learned by the English press through the Stanley Show is that utility and comfort as represented by the rear-driving safeties and tricycles is fast replacing beauty, elegance and danger, as represented in the ordinaries. It is rather pleasant to say "we told you so" in this case. When the first "Rover" appeared in this country, we at once stated, and we have stuck to it, that the rear-driver is not a "fad," but a practical form of machine come to stay. The lesson taught by the Stanley Show proves we were right.

GENTLEMAN JOHN sends us quite a collection of photos. One of them is especially good, and represents Mr. Purvis-Bruce in Highland costume. He endorses this picture in his usual characteristic style as follows:

"My foot is on my native heath,
And my name's McGregor.
Let her go,"

which we proceeded to do, and so "she goes."

WHEEL CLUB NEWS.

THE ninth annual meeting of the Philadelphia Bicycle Club was held at the club house, Twenty-sixth and Perot streets, on Monday last, when the following officers were elected to serve during the ensuing year: President, George E. Bartol; Secretary and Treasurer, H. A. Blakiston; Board of Trustees, H. Lewis, Thomas Hockley, E. W. Burt, H. A. Blakiston, William Morris, K. T. Middleton; Captain, Edward W. Burt; Lieutenant,

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

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Having secured the SOLE AGENCY of the UNITED STATES for the celebrated

King of the Road Lamps,

Made by Joseph Lucas & Son of Birmingham,

We are prepared to supply the trade on liberal terms.

Riders should insist on having the best, for a poor lamp is worse than no lamp, and there are none so good as the

"KING OF THE ROAD."

SEND FOR 1888 CATALOGUE OF

New * Rapids * and * Quadrants,

Containing complete price list of Lamps and other First-class Accesories.

Mailed on Receipt of name and address.

When we are compelled to use racing wheels to make records,

WE SHALL SAY SO,

but so far our ordinary road machines seem to be

SPEEDIER,

and to run more easily than the frail and specially light-built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350 1-2 Miles in 24 Hours,

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's in-door world record, which was made on the same track.

Then there's Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion) of

323 * MILES * IN * TWENTY-FOUR * HOURS.

Not to be forgotten is the 20 miles within the hour on the ordinary Champion by the same rider and on the public highway.

Add to this Dingley's track record of

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds,

still with the ordinary American Light Champion.

And thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

 Catalog cheerfully mailed on application.

Gormully & Jeffery Mfg. Co.,

CHICAGO, - - ILL.

 Largest Manufacturers of Cycles and Sundries in America.

FOR SALE BY

J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

William C. Smith: House Committee, Dr. C. B. Warder, G. N. Osborne, F. Bement, William Morris, L. H. Watt. The club was organized May 22, 1879, incorporated December 19, 1885, and moved into its new club house November 9, 1886. It has a membership list of 120, including 20 ladies. During the year ending February 1, 1888, the members of the club travelled 29,282 miles on their wheels. The Captain's cup, for the greatest mileage during the year, was awarded to Mrs. H. R. Lewis, whose record is 3043 1-4 miles, including 2200 miles ridden in Europe during the past summer. The President's cup, awarded for the greatest number of rides during the year, to Captain Edward W. Burt, who made 182 runs, with a total of 2382 miles. A special medal was designed for and presented to Mrs. H. R. Lewis, she being the first to win the Captain's cup. There were nearly seven hundred visitors to the new club house last year. There are sixty-five machines on storage at present, including fifteen tandems.

The Brooklines are to have a bang-up party this coming Friday. This will be their second annual.

The members of the Elizabeth Wheelmen are beginning to talk business, and propose to do some hustling during the season. D. B. Bonnett is at the top of the list for January, having ridden 162 1-2 miles. Mr. McNiece has covered 130 miles, and Mr. Decker, 95 miles. In January, 1887, Mr. Bonnett rode about 148 miles.

The Melrose Cycle Club will give a dance at the City Hall on the evening of Friday, March 2d. The programme says "promenade concert from 8 to 9, and dancing from 9 to 1. It will be a great affair. H. Richardson, orchestra, will furnish the music. It is hoped that success will crown the efforts of the Melrose men, and that the patronage they receive will be generous.

The Massachusetts Bicycle Club had a ladies' night last Saturday. Between thirty and forty couples attended, and all were thoroughly pleased with the entertainment. In the first part, held in the parlor, vocal solos were rendered by Miss Etta May Estey, Miss Lillian Carl Smith and Mr. F. W. Perry, a piano solo by Miss F. C. Berry, and violin solo by Master John Kelly. The accompanist was Mr. Frank Carr. Next in order there was dancing in the gymnasium, and afterward a fine supper was served by the steward. A similar entertainment will be given in about a month.

The annual meeting of the Orange Wanderers was held at the club headquarters, Railroad place, Brick Church, on Wednesday evening, 15 February. The attendance was very large and the members very enthusiastic. The Secretary-Treasurer's report showed the organization's condition. Interest in the trouble of last fall was revived when action was taken on the resignations of Mr. and Mrs. L. H. Porter, Mr. and Mrs. C. W. Baldwin, A. E. Cowdrey, J. W. Day, John Van Nest, Fred Van Nest, William Booth, Charles Booth, G. K. Wallace, H. W. Smith, W. F. Sayre, and F. Crans, Jr. These resignations have been lying on the table since October. The resignations of the first six were accepted. The others, however, who were formerly members of the East Orange Wheelmen, which club joined the Wanderers in a body, claimed the right to withdraw in a body. The club, however, would not recognize this right, principally for the reason that while one or two of them were of those who were most active in creating the dissensions that caused the recent trouble, yet most of the others were of those whom it was hoped could be induced to withdraw them. These resignations were therefore taken from the table and by a formal vote of the club it was decided not to accept them, and on motion the Secretary was instructed to write a personal letter to each, requesting him to withdraw his resignation. It is hoped that this will be the end of the whole affair. Three new members were elected, and a number of applications for membership are awaiting action. It was decided that the Wanderers should renew as an L. A. W. club for 1888. The following officers were elected for the ensuing year: President, Roderick M. Sanger, D. D. S.; Vice President, William A. Belcher; Secretary-Treasurer, James M. Gilmour; Captain, Charles W. Freeman; First Lieutenant, Frank P. Jewitt; Second Lieutenant, R. Stuart Miller; Color-bearer, J. M. Gilmour. Members of Executive Committee at large: Mrs. L. H. Johnson, Mrs. J. R. Fredericks, J. Warren Smith. The President and Secretary-Treasurer were re-elected. The newly-elected Captain, Charles W. Freeman, is acknowledged to be the most indefatigable in the Oranges, and made a rattling record during 1887. He intends to somewhat alter the policy of the organization as regards "runs," and instead of having as many local runs about the Oranges and in the intermediate vicinity as heretofore, it is his intention to make a specialty of road tours and all-day excursions. This plan meets with favor amongst the entire membership. If the members "keep up" with Captain Freeman during the season, there will be no reason for accusing them of having let their wheels fall into "inoxious desuetude."

STANLEY SHOW CHAT BY "GENTLEMAN JOHN."

GENTLE (or ungente) reader (I append this last for the benefit of the small army of American and the greater army of English critics who may take exception to my peculiar but characteristic method of giving facts) have you ever been to the Stanley Show? If you have of late years, you must needless know more than I do about it. The Stanley Show of the past (even of last year) is a diminutive and bob-tailed side-show as compared with this year's "Stanley"—the finest and most comprehensive show of ordinaries, safeties (both single and tandem), tricycles (single and tandem of almost every conceivable design), that the world of wheels has ever known. Acting in my humble capacity of Stanley Show correspondent for the BICYCLING WORLD, I shall endeavor to give the readers of that representative organ of American cycling (for such I find it is regarded here), a few facts in regard to the grandest exhibition of wheels that I, or any other pedal-pushing enthusiast has even been fortunate enough to see. I cannot of course write with the inspired pen of a "Faed" or a McCandlish or a George Lacy Hillier, or a Percy Lowe, nor yet in the witty manner peculiar to our bird of wisdom, whom I see has a peculiar aversion to the hyphen, as set forth in a paragraph in which he speaks of my friend Kennedy-Child as "Kennedy hyphen Child." You see I have a hyphen in my own illustrious (?) name, and therefore I speak concerning the hyphen with authority, and not as the scribes (the "Owl" being one of these same referred to) who may or may not understand the meaning of parting a name in the middle. If Mr. Frank Egan or the Owl or the Raven wish to speak, let them not all speak at once, and if they do, let their words be so kindly chosen that I may be spared from the pen of sarcasm which each of the above well-known American cycle writers know so well how to use when occasion demands.

The three above named gentleman have known one another from infancy, and if I offend the one, I offend other. Frank Egan has always stuck to his friends, and

THIS CYCLING TRINITY

have always drank together, so it is but natural that there should exist between the three, a bond of sympathy which naught can sever, until Father Time comes bowling along on his geared-up "Referee" safety and scoops in the crowd. They are under contract to die game and together, so when we read the inscription on the tombstone, "Here lies 'Frank Egan,' the 'Owl,' and the 'Raven,' these three," it's a toss up which is the best of the three, so identical are their tastes and habits. I said they were under contract to die together; well, I've distorted the facts somewhat, so I modify it by explaining that one day, while enjoying a little four-handed game of poker with Elliot Mason (I say four-handed, for Egan held at least four aces at the time, and had several under the table cover), the three inseparables pledged themselves to attend each other's funeral, and being men of their word they will keep it, see if they don't. But it's bad form to talk about funerals, especially when the trinity have such good prospects of long life before them. So to return to the Show. I said I would not write with the inspired pen of genius. I think that a good Faber No. 2 lead pencil is good enough for a chap like myself, or, as Mr. Hillier, in his characteristic and self-sufficient way, styles me, a "youth," so I shall not attempt to soar, as I might melt my little waxen wings which were given me by nature "level-geared," and not on any account to be used out of my sphere, or at too great an altitude, as is attained only by such self-inflated aeronauts as Mr. G. L. H. And so you must, patient and long-suffering reader, be prepared for my way of telling things. It's only a way I have, and in fact the only way I have, so criticise me sparingly, for "I am but young; let youth then, plead my cause," and remember what a certain poet said about critics. "Sour wine," he said, "makes excellent vinegar." Let us be very thankful that the vinegar at least is good, if the wine which caused under their spirit of malcontent, and their capacity for seeing faults in the doings or sayings or writings of their contemporaries or predecessors, was of such a nature as to cause more wry faces than "make glad the heart of man."

IF CARLYLE HAD NOT BEEN BILLIOUS

or dyspeptic he would most likely have had more time for his wife and home duties than for saying cross and cruel (if awfully clever) things about his neighbors. And after Carlyle came a worse critic, a "Froude," who was not content to let the man get credit from a worshipful literary world for the wine that he sent forth to his admirers, but set about showing the vinegar, the skeleton in the closet that might well have been allowed to vanish with the man with the fine mournful eyes, who was tortured and handicapped by a bilious temperament. Karl Kron told a grand truism when he said that it was so much easier to write bad things about one's neighbor than to write eulogistic obituaries; and that it was much easier to get people to read them. Like "Castoria," they "want it"

and "cry for it" at any price, and this morbid craving is the life of the paragrapher. Were it not for this depraved appetite, such a publication as *Truth or Town Topics* would have a smaller circulation than the *Christian Pathfinder*, and —d knows that is small enough, so small that its advertising columns are conspicuous by their absence. But to get back to the show; if I ramble on much further I shall have to hire a hack to get back again, figuratively speaking.

Were I to attempt to describe everything that is to be seen at the show it would fill a year's issue of the *BICYCLING WORLD*, so I shall limit myself to such information, which in my "very humble" opinion will be most appreciated by your readers. The story of the origin of the Stanley Show is a "little chestnut with a fur coat," as Mr. Ducker would say, whiskers, hair on its teeth, and every other imaginable form of hirsute adornment by way of forcibly illustrating the advanced age of the story which has now been told for ten consecutive years. Suffice it to say that in 1878, under the auspices of the Stanley Bicycle Club, a conversation was held at the Athenæum, Camden Road, for the purpose of bringing cyclists together to witness the exhibition of machines and accessories by the various makers.

The show was held on the 6th and 7th of March, 1878, and about 700 tickets were issued for each evening. In the succeeding years the show had grown to a wonderful extent, so much so, that to one even well acquainted with the cycling trade it is simply astounding to see so many types of cycles. They can be counted by the hundreds. Not only hundreds of machines, but *hundreds* of distinct types. As this is a representative American paper, I could do a great deal worse than prove that "charity begins at home," and tell about a few familiar machines that caught my eye as I was wending my way among the various wheels.

I was walking along, and thinking what does the riding public want with such absurd "novelties" in the way of "ordinaries" that break up in the backbone to any desired angle to suit the crack brained galoots who would ride 'em. When I saw a group of wheelmen examining an exhibit, I to myself I "Wot's you got there?" "Pope Manufacturing Co.," sings out Mr. Sydney Lee, "the auctioneer," as he is called here by the wheelmen. "Pope Manufacturing Co.," says Mr. F. E. Belden, of Hartford fame. "Of Boston, Massachusetts," says Mr. Joseph Pennell, the artist, and Grand Foreign Marshal and Touring Master L.A.W., who was standing at his elbow. "United States of America," says Mr. H. S. Owen, of Washington, D.C. "Which the same, west of here a right smart, I reckon," said I, as I demonstrated that I knew some little about geography if of little else.

"RIGHT YOU ARE," SAID MR. SAMUEL T. CLARK,

of Baltimore, as he let fall a "New Rapid," which he had lifted to "feel" its weight. The above named gentlemen were the only Americans at the show whom I was fortunate enough to meet. I wish there had been more. Of course I must not omit the "American Team" for the "Senator" and Ralph Temple were walking around shaking hands with everybody. They are very popular and on good terms with everybody. Woodside is in Ireland "fixing up" the affairs of his father, deceased. Woody says he is not going to settle down yet, as he wants to race for a few years.

Joseph and Elizabeth Robbins Pennell have been busy again on a work or interest to "us boys," that is "we 'uns" of the wheel. In a few weeks his latest production, "A Sentimental Journey," from Calais to Geneva, across France, will be in the bookstores in England and America. The journey is over the same route as that taken by "Sterne" in his "Sentimental Journey," which, unlike that of the chaste artists, Joseph and Elizabeth R. Pennell, has but little to commend itself to the perusal of guileless young ladies.

Joseph said he would send me an autograph copy, and I feel very much complimented.

BUT JOE IS SO TALL.

He reminds me of a Scotch rhyme which I heard from an old Scotch farmer lately:

"Tall and supple,
Swank and thin,
Good for going
Against the wind."

And talking of artists, did I not see our other cycle artist? George Moore, of the *Cyclist* and *Bicycling News* fame. We all know his life-like pictures of wheeling incidents. A modest fellow, too, and married.

Outing had a very good stand at the show, and Thomas Stevens' famous wheel was the recipient of a great deal of examination, both from fingers and optics. But I've forgotten to mention Kaufmann, the trick rider, who hails from Rochester, New York. He is certainly deserving of mention, and has been exhibiting at the Stanley Show twice daily, and previously at Drury Lane pantomime, where he so impressed His Royal Nibs, Albert Edward, Prince of Wales,

that he leaned out of his box and applauded Kaufmann with both hands, one foot, and a large-sized British cheer. Kaufmann acknowledged the honor with a wave of the hand, at the same time saying: "That's all right, Albert, wait till I show you something else."

Upstairs a little man, wearing a C. T. C. jacket, is shaking hands with a great many people.

IT IS DAN ALBONE,

the maker of the famous Anfield Ivel safeties and tricycles, upon which the war horse, G. P. Mills, made such marvellous road records. Dan has got a smile for everybody except Sydney Lee, and for him he has two, and he kindly asks us to look at the mud on the wheels of the machines which Mr. Mills made such fast time; "—m the mud," Mr. Dan, say we; let us see the features of your machines, and it is not long ere we have seen the "points" on an Ivel. Mr. Albone shows a tricycle which is easily convertible into a safety tricycle. A tandem safety is also shown, in which both riders sit between the two wheels, and both drive the rear wheel. According to my opinion, this is as it should be, and the best tandem safety in the show. By removing the central part of the frame, and with it one of the sets of cranks and saddles, it is converted into a single safety, and this then can be converted into a tricycle.

SINGER & CO.

have a good exhibit of all kinds of wheels, including war cycles. The Special S. S. S. is fitted with 30-inch drivers, and 28-inch front wheel, triple brake acting on all the wheels. The well-known "Victoria" pattern for any number of riders, is provided with ammunition boxes, rifles, etc.

Hillman, Herbert & Cooper have some very likely looking machines. One of their safeties has a quadrilateral frame, and the head well-raked back. Messrs. Marriott and Cooper have a safety with a very odd frame. A vertical line runs between the saddle and crank axle. From the bottom of this, a stout tube goes to the head, and there is also a horizontal tube between the middle of it and the head, and yet a third stay between the saddle and head. From the centre of the tube, the hind forks go, and there are stays between the crank axle and the hind wheel. They show a tricycle with four bearing axle and a detachable stay between the head and the saddle pillars. The

COVENTRY MACHINISTS' CO.

have a grand exhibit of their club cycles. They show a big carriage, which they built for the Sultan of Morocco, and which is driven from the rear by four coolies. The vehicle cost some £200 (between \$900 and \$1000). The carriage is said to be intended for use in his garden, which is some forty miles across. Poor coolies! Townsend seems to have the best bicycle saddle in the show, that is, among the English exhibits, for the Pope Co. show something very fine. For safety and tricycle saddles the Brooks anti-vibrating patterns are worthy of mention.

Down still holds his own on pedals and bearings.

Lucas and Salisbury make the nicest forms of lamps.

I bought a little semi-racing safety, made by a practical rider, G. L. Morris. It is called the "Referee," and has the best looking and most practical lines of anything in the show. I may be wrong, but I think not, and I am going to "put it through" some hard country to see what is in it. Of course there are the usual number of crack-brained exhibits, rowing tricycles and all kinds of impracticable rubbish. If you, gentle reader, and you must be *very* gentle if you have read thus far, want to know any more about the Stanley Show you must either send for the English papers, or else go over next year, and see it yourself, for

I AM SICK OF IT,

and have seen wheels, wheels, wheels till my head swims. There are *only* 800 different wheels at the show this year, and it takes time to see and examine. I saw one man sell a crapper tricycle for \$35, with ball bearings all over. I think he must steal the stuff to make them of, or must not pay his workmen, or else is in the business for his health. Of course no human being could make a reliable wheel for that amount. I'll have something in my next about two adventurous French Canadians (brothers), who have started out for the Amazon. They telegraphed me from Liverpool, and I interviewed them and got them photographed for the readers of the *Br. World*. I must explain that I am far from well, and the task of writing up this show is a self-imposed one, and one which I gladly do for my American friends of the *BICYCLING WORLD*. I am suffering greatly with a sprained back, received while riding cross country after hounds, and if the report is lame, excuse it partly on account of the lame back. I attended the show two days ago, and at night, having walked all day, I was so used up, that

I HAVE NOT LEFT MY BED

for two days, and write this in bed, with an aching back and with

fears lest I may be unable to leave it until the show is no more, and information such as I want is hard to get. Not that it is hard to obtain from the English papers, as they have distinguished themselves in a manner truly wonderful. *Bicycling News*, *The Cyclist*, *The Irish Cyclist*, and *Wheeling* have "done up" the show in grand style.

The Stanley show is a great place to meet the cycling celebrities, to see and converse with the men who have put the sport where it now is and where it belongs. Walking along with one of the editors of *Wheeling* one naturally sees a good many of these characters. The men whom McCandlish of *Wheeling* does not know are like "hen's teeth"—few and far between.

"Faed," (A. J. Wilson), whose writings are familiar on both sides of the Atlantic Puddle, is a quiet, thoughtful looking fellow, who is, as his *nom de plume* taken from the rear would suggest, quite dull of hearing. The sense of hearing is however the only sense in which Mr. Wilson is deficient, as his perception is as we all know very acute, and comment is unnecessary on his powers of speech.

G. P. Mills, the great road rider, and "right bower" of Dan Albone of "Ivel" fame, is a man from whom, judging by outward appearances, one would not naturally expect any 20 hour records. He is gentle, unassuming, and seems too light for a road rider of any notoriety. Dan Albone himself is all suavity, and is most pressing in his invitations for you to visit the "Danneries," as his headquarters are termed in wheeling circles.

"Freddy" Cooper, of Marriott and Cooper, is a good looking, frank fellow, always ready for a joke, and seems to be a friend of Kennedy-Child, as indeed are the majority of the good fellows over here. George Lacy Hillier is a good-looking heavy weight, with the ends of his long and erstwhile waxed mustache cut short and drooping in honor of the Stanley show. Of course we all "know the man" and his ideas through his "Bicycling News" paragraphs, so comment is unnecessary. F. J. Osmond, his pet racing man, is a tall, slim fellow, with apparently plenty of bone and muscle, and is liable to do certain remarkable things this season on the Path. And those cycling journalists—they are here by the score, and, like myself, know about as much about cycling or journalism (or in fact anything else) as a cow does about Paradise. But that's neither here nor there. Let them write. They can't hurt much in their little world, and it is a small one indeed. I called upon the chief of the C.T.C., Mr. Ernest Shipton, and he received me very well. In fact I have received nothing but kindness at his hands since I have been over here. The man does an enormous lot of work, and has great hopes for the C.T.C.

The Roads Improvement Association had an exhibit at the "show," which consisted mainly in large stones which had been picked up on the principle thoroughfares and highways, and were carefully labelled "A crying evil," "Picked up on the highway at so and so." The association have chosen for their motto "Here we suffer grief and pain," and it is very appropriate. "In heaven they'll weep no more, O that will be joyful!" &c. But that man, Sydney Lee, knows everybody, speaks to everybody, advises everybody on machines. Can talk of the various merits and demerits as can few men around the show, and speaks highly to everybody of the Pope Columbia wheel. And "Buckie," Boisterous Buckingham, always arriving with a flourish of trumpets, as if he held four aces and a king, and then he's gone again to talk shop to some one else. Then there's poor McCandlish of *Wheeling*, with all the makers tugging at his coat tails, and clamoring for a large sized "make up" about his machine or specialty. And Percy Lowe. Percy has bought a "Road sculler" tricycle to reduce his weight, and is going to work hard this season.

There are several very good devices on the market this year to obviate the jar on the lamps of safeties. One of these, which consists in a contrivance with four parallel spiral springs and a brass ball socket, seems a very likely thing, and has apparently an advantage over some of the others in that it allows for jars from all sides, whether the jar is communicated from the machine to the lamp from the side or from the bottom. The oil cans are here in great profusion. One is made with a spout about six inches long, which doubles in the middle by means of a joint like a gas pipe elbow, seems a good thing, and is said to oil well round a corner. Another is a contrivance shaped like a large long-ranged rifle cartridge, and is evidently made with reference to pocket use. The oil is ejected by pressing a button on the end where the primer of the cartridge would be. Another specialty is a monkey wrench and oil can combined, the end of the wrench unscrewing and revealing the nozzle. The oil is sent out by pressing a button on the hammer end of the wrench. It seems a substantial thing, and, if it works well, quite a happy invention. I must really stop now. Bye-bye.

MALTYBY, the celebrated trick rider, has arrived at his home in Connecticut. The *BICYCLING WORLD* Co. is prepared to make engagements for the appearance of Mr. Maltby for a limited season. For terms and dates apply to the *BICYCLING WORLD* Co., 12 Pearl street, Boston.



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THE SPECIAL S. S. S. TRICYCLE.

We have spoken of this machine briefly as having arrived at the depot of W. B. Everett & Co. We have been particularly curious and interested in this machine, because it embodies in its construction certain elements which we have all along maintained as being part of the make-up of the modern tricycle. We allude especially to the wheels, both driving and steering, being small, and nearly or exactly of the same size.

The appearance of this entirely new wheel is pleasing, and impresses one with its "racy" compact, light and yet sturdy look. In the first place we will say that the wheels are thirty inches for driver, and twenty-eight inches for the steering. The cut shows machine with the moveable stay in place for a gentleman rider. The dotted lines show the position of this stay moved and fixed so that a lady can use the machine. This rod makes a very stiff frame in which ever position it is placed. Another novelty is the brake, it is double acting (i. e.), a spoon acts on the tire of the front wheel, and a band brake on a drum on the axle. The pressure of the brake lever applies both simultaneously. This is a good feature, as it saves the axle from a large share of the strain incurred where the band and drum brake alone are used. The axle is fitted with the now celebrated bridge frame, carrying four bearings, one near each hub, and one close up on each side of the gear box in the centre. The tires are fastened in by the patent corrugated wire, owned by, and used over a year exclusively with such satisfactory results by the Singer people. The weight of machines with "all on" is about sixty-five pounds. The width is thirty-six inches. Fitted with ball bearings all round, including pedals. The finish is enamel and nickel. The machine has but to be seen to be "coveted;" it is a little beauty, and we only hope we may be able to test its merits on the road, and speak whereof we know on that head. The machine all complete costs \$185.

MURRAY, at 100 Sudbury street, not only sells Gormully & Jeffery machines, but he can do as good a job of repairing as any man in Boston. Put that fact away in your "memory box," and act accordingly.

THE quickening pulse of reviving trade is felt in the establishment of Mr. H. D. Hedger, No. 12 Church street. Mr. Hedger is one of the best and most well-known repairers and dealers in the city of Boston. "Neatness, despatch, and A No. 1 work" is how Mr. Hedger turns out his work.

WE had a pleasant call from Mr. T. F. Ryan, representing the St. Nicholas Mfg. Co. of Chicago. This firm are now in the field with a ball bearing machine, a high grade bicycle, a description of which we shall give in a week or so. Mr. Ryan also showed us the cut of a boy's safety, with 20-inch wheels, and adjustable from 28 to 38 inches. The finish will be enamel and nickel. It is a little beauty, and will be on the market in the course of two weeks. The price will be \$25.

W. W. WALTERS, Treasurer of Miners' Newark Theatre, will have charge of the Orange store of Howard A. Smith & Co., after May 1.

MESSRS. SINGER issue three catalogues; one small one, devoted to their general line, and which has a beautifully illuminated cover. This will be for distribution in this country. Then they have a large catalogue devoted to Carrier and Parcel Post machines. The Singer Co. have the largest line of cycles of any firm in the world.

"AMONG the curiosities of the Stanley show next week will be the hansom cab coolie cycle, specially constructed by the Coventry Machinists Company for the Emperor of Morocco, and bound for that distant shore the week after the show. It will be driven by four coolies, while his imperial majesty will have a hand in the steering. Exquisitely fitted up throughout, the machine is sure to attract attention. A safety with a new spring frame will also be on view, and is highly thought of by the firm."—*Wheeling*.

OUR friend, J. S. Murray, has branched out in great shape, and will now have two places of business; one at the old stand, No. 100 Sudbury St., and one at No. 243 Columbus Ave. We congratulate Mr. Murray on this evidence of prosperity and enterprise, and we do not doubt it will redound to his great financial success. He will push the Gormully & Jeffery wheels, and do repairing. No. 100 Sudbury St. will be used as a riding school. Mr. Murray tells us that the hiring of machines will be a feature at his Columbian avenue store. He will also sell soda water, baby carriages, and lots of other necessary articles.

THE American public has long demanded a thoroughly well-made all round roadster at a moderate price, and with the Volunteer Columbia, at \$100, fitted with ball bearings to both wheels, ball pedals, hollow forks and handle-bar, double-grip handles and Kirkpatrick saddle, it looks as if the demand would be filled satisfactorily.

THE Canadian Wheelman informs us that "Messrs. Gould and Knowles of Brantford, Ont., have leased a large factory and are fitting it up with the most improved machinery and with the best workmen they can procure from England or America. They will have facilities for turning out enough bicycles for the Dominion when running on full time, so Canadian riders will not need to go outside of their own country to get first-class articles; and as all the parts are made interchangeable any part can be replaced at a moment's notice."

WE expect to give some interesting facts shortly, as to what the Coventry Machinists' Co. intend to show to the American public this season.

GET your old "crock" overhauled in time to sell or ride at the opening of the season, and remember that W. W. Stall does repairing in an A1 manner.

MESSRS. SINGER & Co. put on the market this year seven new patterns of machines. We shall pay attention to these novelties in an early issue. Their miniature safety and miniature tricycle for boys and girls are perfect little gems in their way.

THE "Rapid" wheel, now so well known throughout cyclo-dom, is in strong evidence on the stand of the St. George's Engineering Company at the Stanley Show, and also the machine which the best block ever cut has failed to represent faithfully in the company's advertisements of late. The St. George's Engineering Company break out in a new place this year with a good-looking Cripple-type tricycle, with Rudge axle and four bearings. Mr. C. A. Palmer's new patent pedal toe-clip, easily affixed to rubber pedals without tools, is on show here, and looks a very good thing. Mr. Palmer has still further improved the well-known Rapid spring.

THE LE FEUR BROTHERS AND THEIR GREAT UNDERTAKING.

(Special Telegram to London "Sporting Life.")

"Two brothers, Jean and Batiste Le Feur (French Canadians), left Liverpool to-day for Brazil, for the purpose of exploring the Amazon for some 3000 miles up its waters. The machine on which they propose to make the trip they sent direct from New York; it is described as a quadricycle, but can be converted into a tricycle at short notice. The motive power is gained by a combination of crank and lever motion, but when the legs get weary, a "rowing" attachment is at hand. They are provided with cooking utensils, two folding canvas canoes, photographic camera, fire-arms, and a stock of chemicals large enough to stock a store.

The scheme is to navigate the Amazon River and its tributaries by the aid of the canvas canoes and the quadricycle. The canoes and cycle will be used in about the same manner as King's water cycle. Trips inland will be made by the adventurers, who will take photographs of everything of interest which they run across. When they reach the Upper Amazon (or Marañon), which, with its tributaries, is well peopled with hostile savages, they will depend upon their knowledge of chemistry, and work upon the superstitions of the *bravos*, in order to carry themselves through. As to the deadly *warula* poison, with which the savages tip their arrows and spears, Batiste says he has no more fear from it than from 'beer.'

They also intend to take notes on the people, habits of living, climate, and anything in fact that comes along.

They have been employed to act as special correspondents for the BICYCLING WORLD, a paper published in Boston, Massachusetts, U. S. America.

The above gentlemen brought letters of introduction to Mr. James Purvis-Bruce ('Gentleman John'), late sporting editor of the *Minneapolis (U. S.) Tribune*, and 'Senator' Morgan, the manager of the American cycle team, who act as special travelling correspondents to the above journal and other American papers. Mr. Bruce journeyed from Edinburgh to Liverpool in order to interview the daring adventurers, and kindly furnished us with the above particulars. The men are now *en route* by steamer to their objective starting point."

All Riders Must Have Sundries,



And while we make no **big fuss**, still we lead in the Sundry line, and it's well known that our list is the most complete.

Send for New Catalogue, Now Ready.

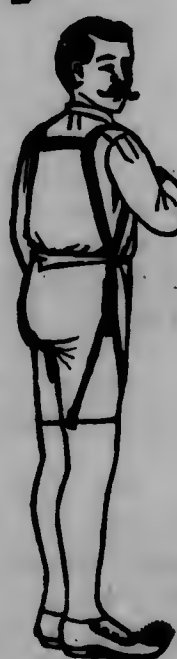
MACHINES FOR RENT FROM BOTH STORES.

Newark Telephone, 673.
Orange Telephone, 134.

HOWARD A. SMITH & CO.,

ORATON HALL, Newark, N. J.

Branch Store, Park Street, Orange, N. J.



REPAIRING, NICKELING and ENAMELING with HARRINGTON'S celebrated ENGLISH ENAMEL.

We are the only house in the United States using the English process of stoving enamel. Send your Bicycle or Tricycle to us NOW for repairs, and avoid the rush when the riding season opens.

A large stock of second-hand machines for sale. All Grades, all Makes. **Send for List.**

W. B. EVERETT & CO.,
6 and 8 Berkeley Street, - - - - - BOSTON, MASS.

Ask Your Dealer for

The Springfield Roadster Whistles

AND

Yost's Air-Drying Enamel.

The Best Ever Offered. 50 Cents per Bottle.



Duplex Whistle. Price, 50 Cents.

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to



Single Tube Whistle. Price, 40 Cents.

Springfield Bicycle Mfg. Co., - - - - - No. 9 Cornhill, Boston.

The COVENTRY MACHINISTS' COMPANY
LIMITED.

Our Catalogue for 1888 is in preparation, and a copy will be mailed to all who will send us their name and address on a postal card.

It will contain full particulars of the Club Cycles:

Marlboro' Club Tricycle, Marlboro' Club Tandem, Swift Safety.

239 COLUMBUS AVENUE - - - - - BOSTON, MASS.

THE COLUMBIA LIGHT ROADSTER IS THE LIGHTEST BICYCLE WITH A 7-8 INCH TIRE.

CATALOGUE FREE.

LIGHT COLUMBIAS.

POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

THE EXPERT COLUMBIA, WITH AN INCH TIRE, IS AS LIGHT AS THE AVERAGE LIGHT ROADSTER OF OTHER MAKES.

The Rudge Agency

Is continued at its old headquarters,

152 to 158 CONGRESS STREET, - - - BOSTON,

Under the management of:

H. M. SABEN.

The factory is now ready with new machines, and specialties for 1888 will be ready next month.

The 1888 Catalogue is now ready, and will be sent on application. Good Agents Wanted in unoccupied territory.

FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 2 MARCH, 1888.

Volume XVI
Number 18.



CYCLING IN AMERICA HAVING PASSED ITS PIONEER PERIOD, THE QUESTION NOW IS NOT, 'SHALL WE RIDE WHEELS?', BUT, 'WHAT WHEELS SHALL WE RIDE?' THIS QUESTION HAS BEEN DECIDED TO THE COMPLETE SATISFACTION OF A LARGE PROPORTION OF THE WHEELMEN OF THIS COUNTRY BY THEIR EXPERIENCE WITH THE VICTORS, A LINE OF WHEELS OF THE HIGHEST GRADE, PRESENTING MORE THOROUGHLY GOOD FEATURES THAN ANY OTHERS.

THE VICTOR LIGHT ROADSTER.
THE STRONGEST, HANDSOMEST AND LIGHTEST RUNNING BICYCLE MADE. IT HAS EARNED ITS REPUTATION AND WILL SUSTAIN IT.

THE VICTOR SAFETY.
IN '87 ITS SUCCESS AMOUNTED TO A POSITIVE HIT. MODEL FOR '88 GREATLY IMPROVED. THE ONLY SUCCESSFUL TYPE OF SAFETY BICYCLE. ADJUSTABLE TO ALL SIZES.

THE VICTOR TRICYCLE.
BUILT TO BEAT THE WORLD, AND HAS NO TROUBLE IN DOING IT. LIGHT, STRONG, GRACEFUL! PERFECTLY ADAPTED FOR BOTH LADIES AND GENTLEMEN.

THE VICTOR JUNIOR BICYCLE.
INTRINSICALLY THE BEST YOUTH'S MACHINE EVER OFFERED. TANGENT SPOKES, BALL BEARINGS, SPADE HANDLES, VICTOR SADDLE—EVERYTHING RIGHT! SIZES, 38 TO 50 INCH INCLUSIVE.

It is impossible to give any adequate description of these goods here, but we ask you to send for catalogs and full particulars regarding them.

OVERMAN WHEEL CO.

MAKERS OF VICTOR CYCLES AND ACCESSORIES
BOSTON MASS.

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Having secured the **SOLE AGENCY** of the **UNITED STATES** for the celebrated

King of the Road Lamps,

Made by Joseph Lucas & Son of Birmingham,

We are prepared to supply the trade on liberal terms.

Riders should insist on having the best, for a poor lamp is worse than no lamp, and there are none so good as the

"KING OF THE ROAD."

SEND FOR 1888 CATALOGUE OF

New * Rapids * and * Quadrants,

Containing complete price list of Lamps and other First-class Accesories.

Mailed on Receipt of name and address.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.

FOR SALE—Humber safety, enamelled, ball bearing, extension spring and handle bar, geared to 54 and almost new. For particulars address H. C. ROFFE, Box 153, Boston, Mass.

FOR SALE—Expert Columbia, 54-inch, nickel plated, almost new. Price \$100. L. W. ENOTS, Tompkinsville, N. Y.

FOR SALE—Rudge Bicycleette, new last June, fine order, spade handles, Townsend saddle, lamp; will sell at a bargain. Address ISAAC KNOWLDEN, 12 Warren St., New York.

FOR SALE—A Marlboro Club Tandem; new last season; in first class condition. G. J. McARTHUR, 23 Union St., Boston.

FOR SALE—58-in. "Expert" Ball Bearings all over; dropped handles, lamp and bell; in good condition; guaranteed; best offer over \$70 takes it. Address G. T. L., 30 North 3rd St., Philadelphia, Pa.

DON'T BUY A BICYCLE until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

PHOTOGRAPHS of noted wheelmen; send for circulars to FRANK H. ROBERTS, Collinsville, Ill.

FOR SALE—56-inch Expert Columbia bicycle, full nickel, balls all round, Kirkpatrick saddle, Hill & Tolman bell, late pattern, little used, first-class condition; cost \$150.50; will sell for \$100 cash. Address W. M. FERGUSON, Jefferson, Iowa.

FOR SALE—Columbia two-track tricycle, 1885 pattern; ridden but one season by experienced rider; best possible condition; cheap for cash if taken soon. Write for particulars. Big bargain. Address ROBERT L. THOMPSON, Muscatine, Iowa.

FOR SALE—42-inch (ordinary 52), lamp, cyclometer, cowhorn handles, light weight, good condition, for sale or exchange (with cash), for good tandem; positive bargain to buyer before season opens. Address CASH, 308 Madison St., Brooklyn, N. Y.

FOR SALE—Marlboro' Club Tandem, \$125. 5x7 Photo. Outfit (cost \$80), \$60. 4x7 Send stamp for particulars. H. R. BRYAN, Hudson, N. Y.

FOR SALE—51-inch Light Rudge, two-thirds nickel, made to order; good as new; cheap. Address D. G. B., 611 W. Market st., Louisville, Ky.

FOR SALE—58-inch Expert Columbia, 1886 pattern, at \$85; 60-inch Harvard, \$25; 57-inch Am. Star, \$30; 50-inch Am. Star, \$35; 50-inch British Challenge, \$25; 55-inch Premier, \$50; 50-inch Champion, \$75. For particulars address JULIUS ANDRAE, 225 West Water street, Milwaukee.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

HANDY POCKET WRENCH. For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

C. W. SPINNEY, Fitchburg, Mass.

GET THE BEST!

The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

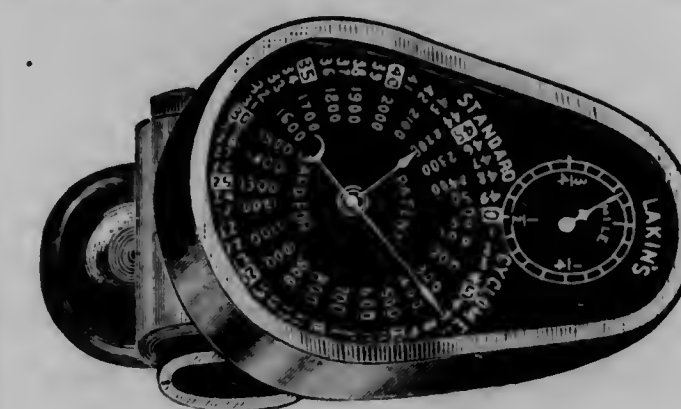
The Reasons Why:

It has stood the test for accuracy. It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

J. A. LAKIN & CO.,

Send for Circular. WESTFIELD, MASS.

THIS WILL INTEREST YOU.

I shall sell COLUMBIA CYCLES this year, but have not given up the Rudge agency. The Rudge wheels are of the highest grade, and many riders will continue to buy and use them in preference to any other make, and I shall always keep them in stock, but the Columbias, are so well known, they have become a staple article of trade, and my stock would not be complete without them. I find that two-thirds of the people who come to my store to buy, ask for Columbias. I have all the 1888 wheels in stock and the line is well worth examining even if you do not wish to buy.

I SHALL RENT COLUMBIAS THIS YEAR.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.



THE FAMOUS CUSTOM-MADE

PLYMOUTH ROCK \$3 PANTS.
Full Suits and Overcoats at Proportionate Prices



We sincerely believe that never before have we been able to offer our customers so good and stylish a line of **SPRING GOODS** as now our line of Cheviot

DO YOU WEAR PANTS

Suiting, guaranteed absolutely all wool is particularly remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, whose wants we know now from long experience. For 6 cents we mail you 20 samples of these cloths, self-measurement blanks so accurate that we guarantee a fit. Also if you mention this paper we send you a good 48-in linen tape measure. Or if you must save time, send us your waist, inside leg, hip and knee measures, together with \$3, and 35c, to prepare express or postage. We guarantee safe delivery. For any cause a customer of ours may return his goods and receive back his money or a new garment, a guarantee of which statement may be obtained by writing to the American Express Co. (capital \$20,000,000), at Boston. N. B.—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitators that spring up for a day to compete with old and regular establishments.

PLYMOUTH ROCK PANTS CO.,

18 Summer Street, BOSTON, MASS.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., Boston, Mass.

STEEL BALLS
FOR ANTI-FRICTION BEARINGS.
—OF BEST CAST STEEL—

HARDENED, GROUND AND BURNISHED.

.16 to 3 diam. Samples and Prices on application.

SIMONDS ROLLING-MACHINE CO.
FITCHBURG, MASS.

The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the
Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steeltubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for \$100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

Wholesale Distributing Offices:

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C. F. STOKES, - Chicago, Ill.
E. C. MEACHAM ARMS CO., - St. Louis, Mo.
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 2 MARCH, 1888.

THE pressure on our columns this week has been tremendous, and we must therefore ask the kind consideration of correspondents whose letters do not appear this week. We also had a lot of interesting trade notes that will have to wait over one issue. We trust that those who notice omissions will pardon such.

WE desire briefly to salute our old and new constituency, in that we appear as the official organ of the L. A. W. once again. We have no fine words to say, no great promises to make, we are here for business. It will be our business to make all who are brought in contact with us, whether as a reader or an advertiser, feel that the relation has brought both pleasure and profit to all concerned.

BROTHER Bassett must have forgotten it is leap year when he stated that "MR. WORLD" made a proposal to "Miss Bulletin." However, the young lady got what she wanted, and the young man is also contented.

ONE of our esteemed contemporaries across the pond nonchalantly announces that "Howell, after getting through with Rowe, will meet Temple." Perhaps it would be well for Howell to wait until Rowe gets through with him before he makes definite plans for the future.

W. A. ILLSTON has been suspended for selling his prizes and accepting payment of his expenses. Thus are the "Amateur Champions" being weeded out one by one, leaving the amateur path to fast riders of wealthy parentage, and indifferent riders who are not worth legislating on or acting about. It also leaves unmolested the rogues and tricksters who win or lose as best suits their purpose and that of their backers and bookmakers. Its all very nice to have energetic officers bound to purify the sport, but in the meantime we move for an investigation committee to find the sport. We would further suggest that the committee be provided with a Search Warrant.

WILLIAM READ & SONS should certainly be commended for their stroke of enterprise in putting in this issue their 1888 Catalogue *in extenso*. We commend to our readers the wisdom of a careful perusal of the New Mail catalogue.

"TIDINGS of comfort and joy" is indeed that contained in "Ratchet's" and "Wing-Foot's" letters, regarding large appropriations for Road Improvements.

THE LEAGUE AND THE WORLD.

RING the golden joy-bells and let the trumpets sound, And spread the glad tidings to the Nation's farthest bound; And, all ye loyal thousands, let your banners be unfurled, Who joined the League; for now, at last, the League has joined the WORLD!

Rally round the League, boys; the campaign has begun. And the fight for Road Improvements now is going to be won. So strike in confidence and hope, and put the good cause through, For you've got the WORLD to back you up in everything you do.

The Millennium approaches, and the Day of Jubilee. When All Creation cycling, we undoubtedly shall see; For year by year, in mighty bounds the wheelmen's numbers grow, And who can tell the wonders that a decade hence may show?

If that Gulliver of cycling, Hugh McCallan, were to write From January first until the last December night, We should get much information, yet 'twould only be a part Of what will surely come to pass if all stand heart to heart.

At the present rate of growth, and with ten years of honest toil, We'll not even knuckle under to Jay Gould or Standard Oil! The railroad kings in terror to the League will humbly kneel, And they'll go through insolvency, while Creation goes a-wheel!

Republicans and Democrats we'll serve cold to the Fates. When the "L. A. W. ticket" sweeps the whole United States; And we'll send the road hogs packing in an antiquated hack, For what are they against us with the whole WORLD at our back?

The Gotham Park Commissioners shall gnaw their hearts in vain, For the League will never let them enter Central Park again; And Karl Kron shall be appointed the Historian of our fame, Upon the sole condition that he tells the WORLD his name.

Then up and down, and all across our great and glorious land, Shall be neither mud nor gullies, nor a highway built of sand. But boulevards, macadamized as smooth and hard as glass, Shall cover, as a net-work, valley, plain and mountain pass.

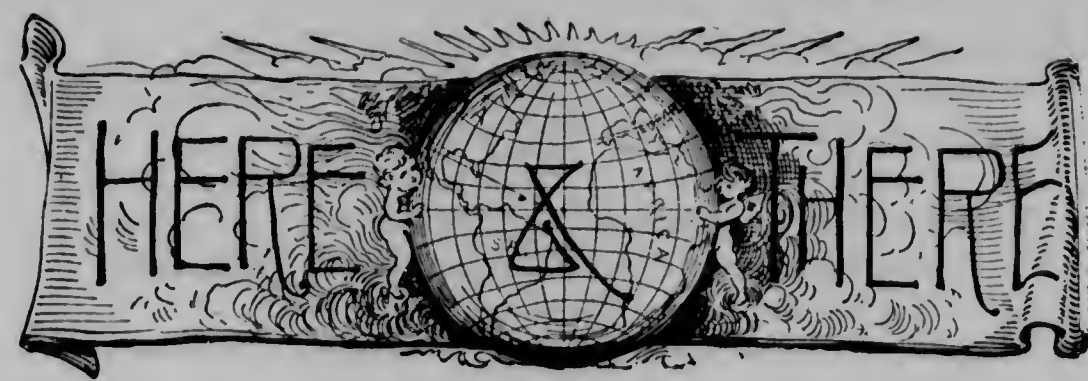
Aluminum* will furnish all with cycles light as feathers, And covered ways protect us in the stormiest of weathers; All the ladies, even Daisy, will appreciate two-wheelers. And everybody cycle, rich and poor and rogues and "peelers."

Then boom the Road Improvements with all your main and might, In Congress and in Legislature carry on the fight, 'Gainst miry roads and ignorance be now your gauntlet hurled, And proclaim to All Creation that the League has joined the WORLD!

*Pardon the ancient allusion.

PEDALS.

The regular annual meeting of the Binghamton Wheel Club was held at the handsome parlors of Messrs. Copeland & Harris, No. 1 Court street, Friday evening, Feb. 17, and the following officers were elected: President, A. H. Saunders; Vice President, T. H. Harris; Secretary, B. T. Ash; Treasurer, J. H. Copeland; Captain, E. H. Towle; First Lieutenant, H. Y. Bresee; Second Lieutenant, John Cutler; Third Lieutenant, Frank Cox; Club Editor, W. F. Sherwood; Bugler, W. P. Mosher; Color Bearer, S. W. Newton; Executive Committee, M. C. Craver, W. J. Rogers, and A. W. Lyon. After the business meeting the members were invited into an adjoining room to partake of the hospitalities of their genial hosts. The occasion was one which will be long remembered by those present. The tables were covered with the choicest viands. A happier crowd is seldom seen. After the spread, the company was entertained with music and dancing by two local minstrels who were engaged for the occasion. It would be difficult to find a club that is more harmonious than the Binghamton Wheel Club, and a large share of the credit for this congenial state of affairs is due to the generosity and hard work of the men who were most active in founding it.



"GENTLEMAN JOHN."
LONDON.

ALONE and let alone in London. A place too big for convenience, too smoky for health and too muddy for anything. Can't say I care much about the place itself, but I must confess I have been well treated by the big cycling guns, and shall think well of their little town.

"TAKE this ticket," said the middle weight of *Wheeling* office, Mr. Percy Low, "take it and come to-night. Smoking concert, you know." Every year *Wheeling* invites all the "sandwich men" that can come together of an evening and "fill them up," first on good strong food, and then with "beer and baccy," and gives them a grand concert besides. A "sandwich man" is an unfortunate member of the human race who walks between two boards, upon which one reads such signs as "*Wheeling*, One Penny," "Pear's Soap," "Jubilee Insect Powder," "Don't Read This Side," etc., etc. As he is paid at about the rate of twenty-five cents or a shilling a day, it does not take the imagination of a Kennedy-Child to see that his life is rather devoid of luxury.

"We want but little here below," but sometimes want that little badly, and the experience of a sandwich man is no exception. They call the man a *sandwich* man because he is the *sandwich*. The boards form the bakery which incase the thin slice of meat which he represents (the mustard is omitted). Some people have come to look upon the "sandwich man" much as they do a theatrical "supe," an automaton for cheap hire. Mr. Percy Low of *Wheeling* is not built that way. He's too broad on his beam ends for that kind of doctrine, and so he entertains the "sandwich men" once a year, and entertains them well, too. And so I went and saw the "sandwich men," and a great sight it was, too. Brought together in a large hall were three hundred of the most poverty-stricken men in all London feeding, feeding, feeding, as if life was very earnest, very real, and it was a long time between meals. The way the poor fellows "walked into" roast beef was a caution. After each of the sandwich men had got a tight skin and had surreptitiously filled his pockets with such articles of food and table cutlery as he supposed "never would be missed," the tables were cleared, and beer, tobacco and pipes were given to the men. Then the concert began, and it was a concert, as some of the leading talent from the various London theatres put in an appearance, and with singing, recitation, dancing and ventriloquism, helped Mr. Percy Lowe and his assistants to carry out the programme successfully. To look at the wonderful collection of faces of all kinds was a study, a study truly, but such a sad one. Each one of the three hundred faces said "dismal failure" too plain for words.

Some men are born for great things,
Some are born for small;
But 'twere better than "hustling" a sandwich board
Not to be born at all. (?)

Several of the numbers on the programme were popular airs, and the men joined cheerily in the choruses.

THE heavy weight and "fighting editor" of *Wheeling*, Mr. C. W. Nairn, and the light weight, Mr. W. McCandlish, assisted by Mr. Harry Swindley, of the *Cyclist*, and Mr. Charlie Liles, a noted amateur Sullivan, were among the assistants of the Right Honorable Percy Low in his "Sandwich man's Feed."

"SENATOR" MORGAN (as usual) has been hustling and has several big races on hand, "cow-boy races," "six-day cycle races," "Rowe versus Howell races," etc., etc. "Senator" seems old and worn and looks like an old war horse. I must say that the "Senator" is very well treated by everybody over here. He does too much work though for one man.

TEMPLE has gone to Liverpool to fill a trick-riding engagement. Temple is a nice fellow and very popular. Woodside is still in Ireland. But such is cycle fame. What a "two by four" fame it is at the best. Even the *biggest* guns are very ordinary, every-day mor-

tals, and their fame does not go to the ends of the earth by a good deal.

THE newspapers over here have made a great "to do" about the Le Four brothers. The Scotch papers were selling editions with big headlines—"Yankee Enterprise Again." I do not know how the Le Four brothers will get along, but I'd rather take my cycling all on land, and nearer civilization than the country of the Upper Amazon. But tastes differ. Of course, as they explain, they are young, have money, energy and muscle, and are tired of their humdrum life in the Northwest. Balloon ascensions, Niagara antics and Brooklyn Bridge leaps are as much out of my line as would be a trip with a convertible water or land cycle, but then there are men who have time and taste for that sort of thing, and it is nobody's business, anyway. Without such daring adventurers the uttermost parts of the earth would remain an unread book, and it takes Stanleys and Stevenses and Columbooses, and Hatter-asses and Le Fours to travel in such places. They're built that way.

Far from the Pullman palace car,
The railroad sandwich and
The statistic fiend in quest of data,
For a new official road book.

You can't make this rhyme, I did not intend it to. Bye-bye.

NEW ORLEANS.

"BI."

WHAT'S the matter with Corey? This is a question that has been asked a dozen times within the past week or two, but as no one here can answer it satisfactorily, perhaps you Boston folks can enlighten us somewhat. H. D. wrote that he would be in New Orleans during the first part of February, and the daily press announcing that fact, quite a number of wheelmen were on the lookout for him to size him up and prouette him round a bit, but alas! no Corey came, and they are waiting still.

AND so Hendee wants to be re-instated! He deserves it, and if it were left to the South would get it, too; so would Phil Hammell; so would Nobb Myers.

MR. KNIGHT, of the Kankakee (Ill.) Club, is stopping in the city for a week or two. Fairchild had him aboard a tandem last Sunday, and now Mr. K. is sorry he didn't bring his trike with him.

THE Louisiana Cycling Club has under consideration the holding of a spring race meet, and a committee is now at work on the matter, but exactly how the movement will pan out, it is, at this writing, hard to say.

MR. C. H. FENNER has declined the proffered nomination of the Chief Consulcy, and it is now pretty well understood that Mr. A. M. Hill of this city will be the only candidate for the position, which, of course, means his unanimous election.

THE Louisiana Club has placed a signboard and a wheelman's register down at Schadwell's (the "Dutch woman's") on the Gentilly road, and in future it will be the proper caper, after the milk, cream cheese and oranges, *ad lib.*, have been stowed away, for the wheelmen to leave a specimen of his chirography in the little book.

SOUTHERN cyclodromy is not to be wholly without a journal, after all. The *Sporting South* is the title of the paper, and it will make its debut in this city March 3d. Base ball, boating, military and out-door life in general will be its field, and cycling, of course, will come in for a good share of attention. The *South* will be a weekly; subscription, \$2.00 per annum.

THE N. O. B. C. continues to run along in its same quiet groove, but the pretty club house should be used more, or at least a gas jet turned on during the week to make things appear bright and attractive, for now that the house is on a main street it is noticed the more. Once already have I heard the remark "they never seem to use it; the house is always wrapped in darkness;" and it wasn't a wheelman that said so, either. Turn on the gas occasionally, boys, and make things look cheerful, for even the casual observer cannot but be struck by the continual darkness.

GUILLLOTTE announces that he will never again ride in a handicap race, but while he was talking about it a day or day ago and when the Thanksgiving Day handicap was alluded to, he got worked up and wanted to bet something fine that he could give the winner of that race, Mal Graham, the same handicap (four minutes), and beat him in five miles, provided the Audubon track was used, and now if Graham will only take it up, there are those who would willingly chip in for a prize to see the race come off, and the monotony broken. One mile in five is a terrific handicap, and while Guillotte is unquestionably a flyer, I'd go my pin money that he'd never catch Graham under such conditions.

SPECIAL LETTER.

"SENATOR."

FROM a "special" in the *Sporting Life* I see that the Le Four brothers, the special correspondents of the *BICYCLING WORLD* of Boston, Mass., sailed for Brazil on board of the "Murray Castle," taking with them a wonderful machine, a quadricycle which can be converted into a tricycle or an equatic machine by means of simple contrivances designed and constructed by the Le Four brothers (Batiste and Jean) for their great trip up the "King of Rivers." I received a telegram from them upon their arrival in Liverpool, and have since received a letter from them, in which they stated that they had been interviewed by "Gentleman John," who made a special trip from Edinburgh for the purpose.

I COULD not well get away at the time, as I was in Wales, resting from my labors for a short period. "Gentleman John" has doubtless got as interesting an interview as possible from the brothers. I should have been delighted to have seen the brothers personally, but there are times when a railroad ride of a few hundred miles seems too much like work, and as I was in for rest and not work, I left it to "Gentleman John." In their letter to me the Le Four brothers seem very sanguine of successfully exploring the country of the Amazon, and judging from their straightforward epistle, I should judge they mean business, and are not off upon a wild goose chase, but are simply bent upon curing a spirit of restlessness which has overcome them in their dreary home in the bleak Northwest. They think that they will send the first account of their "manner of setting out" and voyage on the "Murray Castle," from the island of St. Thomas. I hope the editors of the *BICYCLING WORLD* will excuse my neglect of complying with the almost imperative telegram of their daring correspondents upon the grounds that I have been overworked of late, and that "all work and no play, makes Jack a dull boy." I shall read of the Le Four brothers' fortunes or misfortunes with a great amount of interest, as I am sure will all the many readers of the *BICYCLING WORLD*.

NEW JERSEY NOTES.

"RATCHET."

ON the afternoon of "George's" birthday, Mr. and Mrs. H. A. Smith on a tandem, C. L. S. Walker, Ed. Stark, A. J. Clark, Jr., and Mr. Decker of Belleville, and E. R. Collins of Westfield, started from Oraton Hall, and made a run through Central avenue and around the Oranges, returning home in good time for supper. As long as they kept to the macadam they found the riding fair to good, but the side streets were in a sorrowful state.

PROF. RICALTON of East Orange sailed for Europe last Wednesday (22) on the Celtic. He will start for India immediately after his arrival in Liverpool.

I HOPE you won't think I've sandwiched too much "road business" in this article, as I "sorter" thought cyclodromy might be pleased to hear that the "cry for road improvements" is likely to result in better riding through some of our pretty little Jersey towns.

THE Bloomfield Township Committee has appropriated \$4000 for gravel and road repairs, \$5000 for road construction, and \$500 for crosswalks. This is good as far as it goes, but it would make a big hole in \$25,000 to put the Bloomfield streets in half-decent order.

VERY much against our will we are compelled to say that the Roseville cycling and athletic grounds have become—or will become in a few days—things of the past. The entire property has been laid off in building lots, and the owner, E. C. Swift, has already disposed of the larger part of them, upon which the purchasers will immediately begin to build; and that settles \$12,000.

THE Bloomfield Township Committee passed a new ordinance 21 February, forbidding the riding of bicycles upon any sidewalks in the town, under a penalty of five dollars fine for each offence. Riders who really have the interest of the sport at heart should approve the course pursued by the committee, as one careless rider can do more on a sidewalk in five minutes to injure cycling than the entire League could undo in a year. Therefore it is best to take away from such any chance whatever of bringing reproach upon the sport.

AN adjourned meeting of the citizens of Belleville was held 24 February, and decided that the township should borrow \$50,000 to meet the expense of macadamizing the principle streets, and for other improvements on streets. The following streets will be macadamized: Main street, from William to Franklin township line; Jerolemon, from Main to the Spring Garden road; Holmes, from Main to Union avenue; Academy, from Main to Washington

avenue; Rutgers, from Main to Washington avenue; John, from Main to Bloomfield township line; William, from the railroad to John; Mill, from Washington avenue to Bloomfield line; Cortlandt, from John to Mill; Quarry, from William to Mill; Union avenue, from John to Holmes. This will make a grand total of 42,720 lineal feet of macadam in addition to the streets and avenues now completed. The citizens were very enthusiastic on the subject of road improvements, and are anxious to see the work begun. The streets of the town, with a few exceptions, have been sadly neglected of late years, and the town has suffered greatly in consequence. Commodore Hancox stated at the meeting that the present system of road tax was only a waste of money. He said his tax for this purpose in 1887 was \$38, and he was morally certain that the township had not expended \$10 on the roads in his immediate vicinity during the past thirty years. Let the cycling press keep up its cry for better roads, and we will get them. It may be slow work but it will be sure.

ST. LOUIS.

"LINNEUS."

THE cycle club held their regular monthly meeting at their club rooms in the Natorium Monday, Feb. 13, at which it was voted to continue as a League club. After the meeting refreshments were served and the members present had a good time generally. Three or four active members were admitted and if the club keeps growing at its present rate it will soon be the largest in the state. The road book is out and C. C. Brewster had a special meeting of the Board of Officers of the division called for Tuesday, Feb. 1st. There being no quorum present no meeting was held, but those who did attend where furnished pen, ink and envelopes and addressed a copy of the book to each member who had renewed. The Chief Consul has since been in receipt of many letters complimentary to the little volume.

EDGAR FLOYD-JONES had quite an experience out at Forest Park, Thursday, which resulted in a thorough ducking for that gentleman. He was out riding his bicycle and ventured to ride on the mushy ice of the lake, but when near the centre something cracked and Edgar found himself floundering in the water. After considerable trouble he got out but could not budge his bike, which was stuck fast in the mud, where it remained until the next morning.

WASHINGTON'S Birthday was observed more generally this year than it has been for several years past, and many of the resident wheelmen took advantage of the fine weather to take a spin out into the country. Quite a crowd ran out to the pump. Anent, the *Athletes'* article regarding a road race on the Lancaster Pike it would perhaps be a go, provided that such riders as Lin. Gordon, Hal. Greenwood, E. W. Sanders, W. H. Wylie, Will Snyder, Alex. Lewis, Hildebrand, Klipstein and E. A. Smith would attend the meet. From the above a team could be picked that would make the best of Pennsy's boys hustle.

HAPPY St. Louis! The House of Delegates have been in session lately until past midnight, and the delegates have on several occasions ordered carriages at the city's expense to take them home. This caused a tremendous kick from the taxpayers, and the result was that a humorous member of the assembly introduced an ordinance appropriating \$1000 for the purchase of bicycles to take the members living at a distance home. The Delegates will organize a club to be known as the "House Wheelmen's Association," a gold medal will be given to the member showing the greatest efficiency in three months.

EVERYBODY whom I have spoken to relative to the change of the League's organ welcomes it, and says it is just what was wanted and should have been done long ago. The two papers ought to knock the persimmon, as far as bicycle literature is concerned. A good deal of curiosity is felt as to how the combination will look typographically and otherwise, and I predict a rush to the Post Office, Sunday morning, to secure copies of it. One of the most complete of cycling log books that I ever saw is owned by C. C. Hildebrand. He has kept an accurate account of all the riding he has done since he took to wheeling in January, '85. In looking over it I find an account of the only 24 hour record run ever attempted in this vicinity. This took place in the fall of '85, and the participants were Messrs. Hildebrand and Klipstein. The distance covered—124 miles—is not much, but like the De Soto road, it is the kind of distance that count. The course lay from St. Louis via the Manchester road to Washington and return. This record has now stood for over two years and not a single attempt has been made since to break it, or even to make the trip out to Washington.

THE coming election of the Mo. Bicycle Club promises to be a lively affair. The candidates as far as announced are: for President, A. C. Stewart; Vice-President, Dr. Keith; Secretary, Geo. Boswell;

Treasurer, A. P. Dennis; Captain, Ab. Lewis; First Lieut., C. C. Hildebrand. As will be seen from the above no changes are contemplated in the President, Vice-President, Secretary and Treasurer offices. President Stewart at first declined the nomination but at the urgent request of some of the oldest and most prominent members of the club decided to run. Dr. Keith has made a good Vice-President and a better Secretary than Geo. Boswell would not be easily found. At the last meeting of the club the compensation of the Treasurer was fixed at \$120 per year and a remission of dues or a total of \$144. The compensation had formerly only been a remission of dues. Burt Taylor has made a good color bearer and with the exception of trying to butt a hole into Twenty-Third street on the day of the League parade has done well. "Ribsey" Williamson is a bugler, and will, I think, again toot the horn the coming season.

LONG ISLAND NOTES.

"WING-FOOT."

As Frank Davids says, "we have emerged from our place of congelment," after another hard winter of "progressiveness," "stags," and the innocuous theatre, etc., ad lib., and we come up smiling, ready for another season's crusade a-wheel. Washington's Birthday witnessed the opening of the season with us, the roads being wonderfully dry for this time of the year.

The proud distinction of two of the Mercury Wheel Club members, of being the first to register at the Sherman House, Babylon, is likely to be contested this year. They have held it for two years, and are going to make a bid for it again. I suggest, in order to obviate dispute, that the entrance must be made entirely a-wheel, from either Jamaica or Flushing, inside of twelve hours. The dates were April 23d, 1886; April 8th, 1887.

DEVELOPMENT of club life around New York has been wonderful, especially in Brooklyn, where, on Bedford avenue, near Fulton avenue, have been erected two of the most sumptuous wheeling club houses in the country, and the K. C. W.s and L. I. W.s have every reason to be proud of their fine quarters. Of the large clubs, the Brooklyn alone remain without specially built quarters, but what they lack in social characteristics they make up in genuine hospitality and pre-eminent riding ability.

THIRTY thousand dollars was appropriated last year for the improvement of "Jackson avenue," generally known as the North Hempstead Turnpike—the money to be expended on that part of the road between the Long Island City line and the Causeway over Flushing meadows. The work had so progressed last fall that we hoped for an early completion. This will furnish a continuous good road from Long Island City to Little Neck, about fourteen miles. The trouble with road building in Queens County has generally been that the local Pooh-Bahs always had a "finger in the pie," to the detriment of the work and loss to the taxpayers.

I EXPECT to soon be able to give news of reduced rates and better accommodations at Hempstead and Garden City. The beauty of the ride to these towns from New York has never been fully appreciated. I know of but two ladies who have been over over it, although it can easily be made in one day, going and returning by way of College Point ferry to 99th street, E. R. The beautiful cathedral is worth the visits alone, not to mention the lovely views and splendid roads. Metropolitan wheelmen and ladies desiring escort from Flushing will be cheerfully accompanied. Distance from College Point, about fifteen miles.

KANSAS CITY.

"MENTOR."

THE sad news of Will G. Phillips', of Paola, death has been received here, and it has cast a dark shadow over the whole wheeling fraternity. No one knew him but to like him for his many noble traits of character and his untimely end is sad in the extreme. Mr. Phillips came up from Paola to this city on a business trip, and returned home very late at night. While opening the door to his house he was fired on by a burglar, who had been trying to effect an entrance to his home. The shot took effect in his hand, and it was thought at first that the wound would not prove serious, but, unfortunately, blood poisoning set in, which resulted in his death. Will Phillips will be remembered by all who attended the second annual Kansas Division meet in Paola last July, the success and enjoyment of which he so faithfully labored for. He attended the League meet in St. Louis last May, and he will be remembered by all who met him then. He carried \$10,000 on his life, and before coming up from his city he purchased an accident ticket for \$5000 for the day. Besides this he was well off in worldly goods. His father was County Treasurer of Miami County.

THE League meet in Baltimore in June is the subject of considerable talk, and it is expected that quite a number will attend it.

THE riding season will soon be here, and wheelmen are making preparations for the summer outings. Even this week a number have been out on their wheels. To-day (18) however, it has been raining, and has spoiled riding for to-morrow. The season opened up sooner this year than ever known before. Captain Haynes states that club runs this season will be worthy the name.

REPRESENTATIVE STUART has received a copy of the "1888 Missouri Hand Book," and it is quite worthy of commendation. Mr. L. J. Berger, the compiler of the road information, should receive the thanks of the Division for his efforts to make the book complete. He has done nearly all the work since he removed to Chicago. Though a non-resident of the State, he finished his labors on it after his business hours. The book is a monument to his unceasing and gratuitous toil to carry out the undertaking he commenced. Lew may not get his reward in this world, but he'll get it in the next.

TOM ROE is securing the photos of all the wheelmen he is acquainted with in return for his, and two of his counterfeit presentments have reached this city.

PENNSYLVANIA.

"ARIEL."

THE attention of the cycling community here has been divided this week between the six-days' tournament at the Elite Rink, and the Pennsylvania Bicycle Club's house-warming. The latter came off last evening, and was a most enjoyable and successful affair. From far down Girard and Elm avenues the house could be seen a perfect blaze of light, having a huge keystone in red Chinese lanterns, with the letters "Pa." in white on the inside of the keystone. This is the club badge, so familiar to all wheelmen wherever the "gray uniform" is known. The reception committee were in full dress, while a majority of "Pennsy's" members sported cycling uniform. The house was crowded from garret to cellar, or, as I suppose it would be more correct to say, from locker to wheelroom; and I must add that the wheelroom was crowded also. The wheel space appears entirely inadequate for such a large membership, but this, I suppose, can be easily remedied. The decorations reflect great credit on the committee in charge, and the general arrangement of the reception cannot be too highly praised. Although the house was taxed to its utmost capacity there was no jarring whatever, not even in the locker room where refreshments were spread, and where the crush was greatest. Ices, cake and lemonade were served throughout the evening, and the passing hours enlivened by the music of a fine orchestra.

AMONG the visitors who registered were nearly all the prominent club men of Philadelphia, with many from neighboring cities. The club were also recipients of numerous regrets, prominent among which was a telegram from the New Orleans club, saying, "With you in spirit."

THE club has been in existence only about five years, yet the history of cycling has been such a short one in this country that the "Pennsy" is spoken of and looked up to as an old club. The founders were Messrs. Aaron, MacOwen, Van Vliedt, Miller, Crawford and O'Kafe—all names very familiar to the Philadelphia cyclist of 1888—and the quarters occupied were two small rooms in the rear of a drug store at Fortieth street and Elm avenue. The membership gradually increasing, four rooms lower down the avenue were engaged, and they finally occupied the entire building.

THE site of the new club house—opposite Memorial Hall in Fairmount Park—is one probably unsurpassed by any in the country, while the house itself is well arranged for convenience and comfort. The front is of red stone and ornamental brick, with decorations of copper, while three bay windows add a very artistic appearance. The wheel room is in the basement, and an inclined plane of asphalt affords an easy approach. The first floor proper is occupied by a large hallway, the reception room, the smoking and reading room, and last but not least the ladies' room, which last evening was profanely invaded and occupied by masculines.

ASCENDING the handsome staircase to the second floor, a door in front leads to the billiard and general meeting room, which is the largest in the house. The remainder of the floor is taken up by a small committee room and two rooms occupied by the janitor and his family. Dressing and bathing rooms fill up the top story entirely. Five hot and cold water shower baths afford accommodations for any number of tired and dusty wheelmen; and here can probably be often found the Crawfords, Schaffers, Kohlers, and others of that ilk (alas, that Fontaine can no longer be counted

NOT SO SIMPLE BUT FACT.

Marion, Ind., February 22nd., 1888.

Gormully & Jeffery, Mfg. Co., Chicago, Ill.

DEAR SIRs:—

We have a Club membership of 32 riders of which 31 ride the AMERICAN wheel and we are well satisfied with our choice.

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M. B. Edmiston, Captain; Natl. D. Elliott, President; D. W. Wallace, Lieutenant, Fred Willson, Sec. and Treas., Marion Ramblers.

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A thoroughly good roadster bicycle, with coned rubber pedals.

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Fast; safe; a great hill climber and coaster.

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For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; adjustable coned bearings.

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30-inch side wheel; 28-inch front wheel. Convertible for Lady or Gentleman.

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Steered by either rider.

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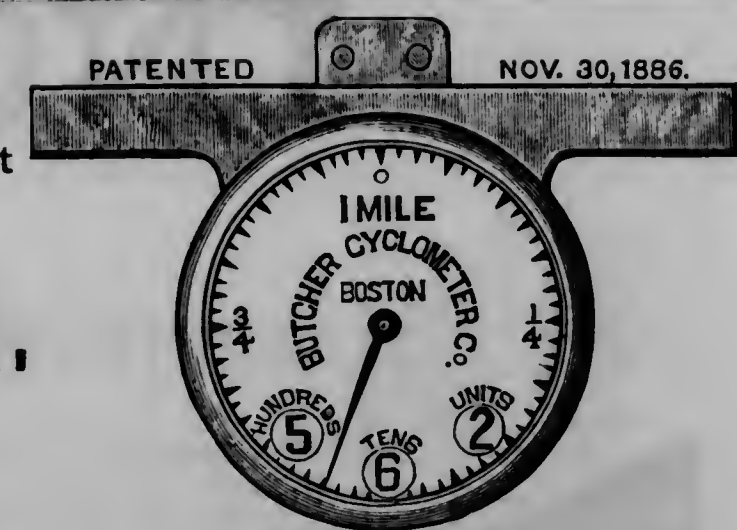
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The Largest Stock North of New York City.

Guns and Sporting Goods.

Bicycle Repairing a Specialty.

F. P. EDMANS & CO.,
TROY, N. Y.

among the number), refreshing themselves after an eighteen-miles-an-hour scorch on the Pike, a favorite way these "Pennsy" boys have of showing attention to visiting wheelmen. The present officers are: President, Isaac Elwell; Vice President, F. W. Grugan; Secretary, Lee MacInstry; Treasurer, J. B. Young.

ACTUALLY, the new uniform question is brought up again by a writer in the last *Bulletin*, and to what purpose I can't for the life of me imagine. He takes exception to the color, to the style, and to the whole business generally. I am sorry to say that I can't quite agree with 10,276. Probably a gray would have shown dirt less, but my own uniform, after a season's wear is still in excellent condition in every way, and so far as style and fit are concerned I flatter myself that it was equal to anything that I have seen in the uniform line, excepting, perhaps, some of the dark blue cloths which make up so handsomely for dress service, and are utterly unfit for hard road riding. If 10,276's breeches were too tight at the knees, that was his own or the tailor's fault, not the uniform's. I suppose it would be a hard matter to suit everybody, but the present uniform is certainly both neat and serviceable.

THE opening of this club house naturally induces a retrospect. It is but ten years ago that the first bicycle was sold in Philadelphia by Mr. H. B. Hart, the pioneer of the wheel trade in this city. Mr. Hart was good enough to fall into a reflective mood for my benefit yesterday. In 1878, being then in the sewing machine business, his attention was attracted to the "beast" by the practical use made of it by the Longstreths and one or two others. After careful inquiry he decided there was enough in it to warrant a small outlay. So, notwithstanding the discouragements of his friends, he procured a bicycle and put it on exhibition in his window. Well, he says you never saw anything like the excitement that machine created. The people stood in crowds around the window; and that was the beginning of a business that gradually ousted the sewing machine trade altogether, for little by little the new craze grew, until at length people saw that it was no longer a "craze," but a rational means of recreation and of practical utility. But it took lots of faith in those early days.

I THOUGHT a few items from hereabouts might interest your readers. At the last regular meeting of the Augusta Bicycle Club the following officers were elected: Captain, Thos. L. Chapman; Lieutenant, John C. Gibson; Secretary and Treasurer, B. Hake.

THE club is on a solid basis, and intends making things lively this season. They have leased the ball park, and have laid out a four-lap track. The park has a good, covered grand stand, bleaching boards, judges' stand, ticket office, dressing rooms, etc. The first series of races will commence second Tuesday in May, and continue three days, but the big time will be at the Augusta National Exposition in October; then we intend to offer prizes that will induce professionals, amateurs and simon pures to compete; and by the way, one of our most enthusiastic wheelmen is one of the Board of Directors of said Exposition Co.

AND speaking of riding on the sidewalk, the City Council lately passed an ordinance giving wheelmen the right to the sidewalk, except on Broad street, provided they carry a bell and a red lamp at night. How does the red light strike you?

AND these poor fellows in Mobile stoned by burly niggers! Well, if they tried it on the Augusta riders some burly niggers would be dead niggers, and the coronor would be inquiring how it happened. [It seems that the "burly negro" story is a canard.—Ed.]

GENTLEMAN JOHN inquires where are Brantley and Pollhill? Both in Georgia, the former in Macon and the latter in Athens, and both doing well, I hear. The Captain and Secretary of the club have scarcely missed a day's riding this winter, and we had club runs in January. What do you fellows in Boston think of that? [We sigh and mourn.—Ed.]

RECORD OF
THE WEEK.

IN a letter received from San Francisco we learn that the yearly rains have temporarily stopped cycling, but that on the 22d of last month, if weather permitted, it was intended that the clubs would have a twenty-five-mile race. The San Francisco club are on the lookout for larger and better accommodations. The B. C. W. Club held a carnival on the evening of the 14th February, which was very successful and largely attended.

ROWE's training place will be at Bridlington, England. Allen will train him.

THE Canadian Wheelmen's Association will hold their next general meeting at Ottawa, July 1 and 2.

ALL the clubs in England are being canvassed as to their opinion on the action of the N. C. U. relative to road racing.

HAVE you a second-hand wheel for sale? If so, see rates under the "For Sale" column. The medium we offer is unequalled.

EVERY cyclist in the country will sympathize most sincerely with Colonel Pope at the loss of his father, who died quite suddenly last week Friday.

Sporting Life, London, has a fine portrait of W. A. Rowe, and nearly a column of letter press, recounting the wonderful American's performances.

THE English trade are combining and trying to devise some plan whereby they will secure themselves from theft at the hands of those who hire machines.

ROWE arrived in England Saturday, February 11, and at once issued a challenge to Howell to ride him a one-mile and a ten-mile race for \$500 a side.

THE valentines sent out by the Pope Mfg. Co. are very pretty, though we must criticise the apparent inconsistency of the "summer and winter combination."

THE professionals are coming to Boston, and they promise to give a six-day race at the Mechanics' Institute some time this month, if the building can be secured.

ANOTHER lesson learned from the great Stanley Show is that the modern cycle, two and three wheels, has practically reached the possible limit of improvement.

DINGLEY has proved himself to be one of the fastest long-distance men in the country. Hollingsworth, in condition, would make a hot race for the Minneapolis man.

TALLY one for the Coventry Machinists' Co. The Duke of Marlborough having purchased for his own use one of the Marlboro' Club tandems exhibited at the late Stanley Show.

W. J. CORCORAN is a good trainer to handle a man. He brought Knapp into second place at the late Philadelphia tournament by care. Knapp went all wrong the second day, but Corcoran pulled him through.

THE John P. Lovell Arms Company have secured the services of Mr. G. M. Worden to travel through the New England States in the interests of the Springfield Roadster bicycle. Another good man gone right!!

THE Dorchester Club will have a pool tournament this evening, March 2, and the annual meeting on the evening of March 6th. The social season will be closed by a party at Lyceum Hall, Dorchester, March 9th.

Bi. News gives it as its opinion that while Rowe may be a speedier man against time than Howell, but that when the two men meet in a race, the experience of Howell will give the Englishman a more than even chance to win.

"SENATOR" MORGAN preached a sermon last Sunday week from the pulpit of a chapel at Goytre, near Pontypool, Wales. The local press reported him to the extent of half a column. In what role will the versatile Senator next figure?

THE roads in this vicinity at the present writing are nearly free from snow and ice, but "de white man" and Massachusetts weather at this time of the year are "mighty unsartin," and ere this reaches the press we may have snow a foot deep.

WE do not believe in talking trade in our news columns, but we want to call the attention of every cyclist to the unequalled value of our columns in cases where a second-hand cycle is for sale. Send in your ad. now. See terms in the For Sale column.

THE in-door season is closing with a good deal of social activity. Reports from all over the country bring us news of balls, billiard tournaments and minstrel shows. We are glad to know that soon these enervating, though pleasant amusements will give place to the out of door life of the cyclist.

THE Northampton (Mass.) Wheel Club will have their fourth annual ball at the City Hall next Wednesday evening, March 7. This club was organized in 1883, and incorporated in 1887. The present officers are: L. L. Campbell, President; H. R. Grays, Secretary; A. A. Chabot, Captain.

ONE of the most successful racing men at Cambridge University, England, is a Mr. Rumney. He writes a letter to the S. of C. de-

scribing how he kept himself in good racing form on vegetable diet only. Several gentlemen affirm that they get the best results from this kind of food, using it exclusively.

The only possible improvement that can now be made on the rear driving safety is that which will reduce the sensitive steering of the earlier patterns to a minimum. The 1888 patterns of this type are a great advance over former years, and probably the approach to perfection is as near as it will ever be.

An amusing mistake occurs in *Bi. News*; speaking of the Rambler safety, it credits this machine to the Pope Mfg. Co. We can easily imagine the hilarity, tempered by dismay, experienced by our good friends, Messrs. Gormully & Jeffery Mfg. Co. When the *News* handles American matters it always gets mixed up in a laughable manner.

Here is an item that should start the ball of competition rolling in a new direction. The writer is a prominent wheelman living in a well-known cycling centre: "Let us start a championship for 'aged' riders. I am fifty-one years old, have been a rider of the bicycle for six years, and am good for fifty miles a day with the boys. Is this 'record'?"

JOE PENNELL and his wife have taken a tour over the route chosen by Sterne in his "Sentimental Journey," and have published their book of travels. *Wheeling* departs from its usual good taste by perpetrating a stupid pun to the effect that Pennell's trip will be a "Sterne chase." *Wheeling* is not often taken that way, and we hasten to offer apologies for its lapse this time.

Our coolies are not this kind: A Bombay correspondent sends the *Cyclist* the following account of how a Parsee friend of his learned to ride. His method was as follows: He bought a 52-inch machine, without knowing anything about it, and hired two half-naked coolies to help him. He then got two pieces of rope, and tied one piece to each handle of the machine, instructing each coolie to keep his piece perfectly tight, and not let him fall either side under penalty of a thrashing and no backsheesh. The plan answered admirably, the coolies running along with the machine, and keeping it upright with very little difficulty, and in a short time that Parsee was riding about Bombay quite comfortably and easily.

"GENTLEMAN JOHN"

SPECIAL INTERVIEW WITH THE LE FEUR BROTHERS.

(Special Correspondents of the *Bicycling World*.)

"Come to Liverpool and see us. We are about to sail for Brazil as special correspondents of the *Bicycling World*. We have letters of introduction to you from the editors of the *Bicycling World*. It is their especial wish that we should see you. Come to the Adelphi Hotel. (Signed) The Le Feur brothers."

It was a telegram to this effect that I opened in the city of Edinburgh, and I wondered what it meant. I read and re-read, and could make neither head nor tail of it. Who in — were the "Le Feur brothers," and what in thunder was their mission to Brazil, or their connection with the *Bicycling World*? I had not been receiving my *Bi. World* regularly, through some unaccountable cause, and I had not (as I since have) heard of the engagement of these gentlemen as special correspondents of the *Bicycling World*. The oftener I read the above telegram, the more I became anxious to know what on earth it meant. This was at noon. I picked up a Murray's time table and found that I could catch a train for Liverpool in two hours, so I packed a few necessities in my Gladstone bag, bade my friends a good-bye, explaining the object of my mission, and after talking for a few minutes over a brandy and soda at Spier & Pond's buffet at the Waverly station, I was off on an express train for Liverpool.

Arrived at the Lime street station in Liverpool, I got a hansom and drove to the Adelphi Hotel, where I soon found the Le Feur brothers sitting chatting with some Americans who had "crossed" with them, in the smoking room of Liverpool's best hotel. I handed them my card, and they handed me their's, and shook hands with me, at the same time expressing their thankful approval of the immediate manner in which I had personally responded to the call expressed in their telegram as given verbatim above.

The Le Feur brothers are off on a rather unique trip. They are French Canadians, and are both good-looking, strong chaps. Batiste, the older of the two, is apparently about thirty years of age, and his brother Jean looks about eighteen or twenty. Batiste is very dark, and is a fine-looking fellow, and has a heavy dark moustache to match his hair. He has a good, square-cut chin, and a frank, open smile. His brother Jean has a smooth-shaven face, and is hardly so dark as Batiste, but both have the same firm nose and

mouth, and the square chin of determination. They seem fellows with plenty of money at their disposal, and as far as I could glean from them, they are going to explore the Amazon river.

Batiste, the elder brother, said he had made arrangements with "Ratchet" of New Jersey to supply the readers of the *Bicycling World* with as interesting an account of their adventures in South America as his time and ability would permit. "We have," said Batiste, "a four-wheeled machine, which, for want of a better word, we shall call a quadricycle, but which by unscrewing a few bolts and nuts we can easily convert into a tricycle. We are both mechanics, and have utilized both the crank and lever motions as a motive power for our machine, and when one or other of these means of propulsion becomes tiresome or ineffectual, we have a simple contrivance by which we can apply a rowing power. We first formed the idea by reading the account of Thomas Stevens' trip around the world on a bicycle, as published in *Outing* of New York, and when we read of Ricalton's travels on a curious machine of his own design, we decided that we should explore a country which had as yet never been marked by the rubber tyre of a cycle of any description, viz., South America. We had read in *Outing* of the difficulties which Thomas Stevens had to contend with, through the difficulty in carrying sufficient luggage for common comfort upon an 'ordinary' bicycle, so we abandoned the 'ordinary' in favor of a machine of our own design, which would answer the purposes of exploration infinitely better. The wheels of our quadricycle are made from the large wheels of tricycles of American manufacture, and we are provided with two folding canvas canoes, two medium range rifles and a shot-gun, besides a couple of Colt's frontier revolvers to be used in case of emergency. We also carry a photographic camera and a well-stocked medicine chest and small magic lantern. We can arrange our canoes with the quadricycle in such a manner as to make a water cycle, in which the strength of both riders is utilized.

The camera will be used to photograph all the objects of interest on the way. Both of the boys seem to have had a liberal education, and are well versed in practical medicine, chemistry and mechanics, and have apparently plenty of ready cash, as they stop at the best hotels, wear the finest of fine raiment, and smoke cigars that would astonish a merchant prince.

They carried a letter to "Senator," but as "Senator" was in Wales it was impossible for him to see them as they left Liverpool on the 25th on one of Booth's Red Star Line steamers for Brazil, by St. Thomas. They do not seem at all afraid of the barbarous inhabitants of the Amazon shores, but go full of hope and ready for anything that comes. I secured photographs and autographs of the gentlemen.

The boys think they can go about 3000 miles up the Amazon, and are well provided with aneroids, compasses and good maps and charts of the Amazon and its tributaries. Despite the fact that they hail from the far Northwest and are French Canadians, they speak a lingo that has much more of the "take-it-as-it-comes" American than of the Frenchman or Canadian. Neither of the brothers use alcohol in any form, and they smoke very moderately. They are well built, solid and good looking fellows, and mean to make their way up the Amazon at all hazards. They have promised to drop a line or two descriptive of their voyage on the "Murray Castle" from the island of St. Thomas. After a fine dinner at the "Adelphi," we went to the theatre, and on coming out I bade them good-bye, and took the midnight express back to Edinburgh.

OBITUARY.

MR. CHARLES POPE, who died in Boston Friday, 24 March, was born in Dorchester, August 12, 1814, and was consequently in his seventy-fourth year. He was formerly engaged in the furniture and feather trade business, and afterward became interested in real estate, principally in the settling of large estates. He has been a Justice of the Peace thirty-five years. The deceased has always taken a very active interest in city affairs, and was said to be one of the best posted men on local history in Boston. There are six children living—three sons and three daughters—Col. Albert A. Pope, the founder of American bicycle industries; Arthur W. Pope, of the firm of A. W. Pope & Co., of this city, and Rev. Louis A. Pope of Warren, R. I.; two of the daughters are practicing physicians, and are members of the New England Hospital Medical Society and of the Massachusetts Medical Society. Mrs. Pope, wife of the deceased, died three years ago, and for several years before her death was a confirmed invalid. The older sister has been active in benevolent work, and has had a particular working interest in the New England Hospital for women. At the beginning of her mother's illness, years ago, the family cares of the household were hers.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

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VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

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BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

FROM his new platform the Secretary-Editor sends kindly greeting, and assures his constituency that the future is bright with promise of success. May we all endeavor to make the promise good.

WE are unable to publish a table of renewals this week for we had to close the books last week in order to revise the mail list, and the revision is not complete at the time of this writing.

THE regular spring meeting of the Board of Officers at New York impends. There are mutterings of a conflict, and there are indications that measures to avert an inharmonious meeting of the opposing forces are being taken. These little outbreaks do the cause no good, and we hope to see peace prevail. The League has important work in hand, and cannot afford to waste time in bickerings.

ONE M. T. Thompson, of East Rockport, Ohio, offers a solution of the much-vexed question, "What to do with the surplus?" His idea is a good one, and if carried out will do more permanent good than will be done by distributing the surplus in the improvement of rivers and harbors, or the building of public buildings. Here is what he says:

"I notice the President has sent in his message to Congress, and what seems to bother him is how to get rid of all the money the government has on hand. He does not seem to have a remedy, and I suppose the reason is that he has always lived in cities where streets are paved, and had no reason to think that most of the roads in the country were almost impassable half the year. How near-sighted some people are, particularly some at the head of our government. I see they talk about reducing the revenue on tobacco and whiskey, so as to put a stop to this enormous income. I wish to say this is a grand mistake; and while I myself use tobacco, I wish it was \$10.00 per pound, and whiskey \$1000 a snell. It would be much better for most people that get it.

Now I will suggest my idea of how to get rid of this money. No doubt others can suggest a much better, but mine is this:

Take this money and pro rate it among every State and Territory, and every State pro rate it in every county, and every County to every road district, and let us build good roads, that people can travel on winter and summer, like other civilized countries, and keep right along with our present revenues. They at present burden nobody, but our roads do. Are not the farmers entitled to some of this idle money? Must the government, when it does spend a little, spend it all in the cities, buildings, etc.? It is time the farmers asked for something, for if they do not ask they will never get it, for the heads of our government do not think enough of you, only at the polls."

BUILDING a man of straw for the purpose of knocking him down may have its uses, but in the long run it is not profitable. The Secretary has had several very sharp interrogatives relative to the profit coming from the sale of ticket-holders, and in one or two instances it has been assumed that the profit goes into the Secretary's wallet, and forthwith a little sermon on dishonesty was preached. These are among the enjoyable things incident to the office. We will set all minds at rest, however, by stating that the project of having a ticket-holder was submitted to and approved by the Executive Committee. They are contracted for in the name of the League, are paid for with League money, and the entire proceeds go to the League. It has taken the edge off several of the complaints that the complainants have all been purchasers. If any person has refrained from purchasing for fear of enriching the Secretary we hope he will no longer hesitate, for the holder is useful and the price is moderate.

THE wheelmen of Western Massachusetts are pushing the scheme for a cycle path

between Holyoke and Northampton for all that it is worth. The path will be about seven miles long, and run within three feet of the fence entirely removed from the roadway. One Holyoke wheelman subscribed \$100 towards the project, and \$200 more was obtained in that place. Northampton and Springfield are expected to subscribe liberally. This will be the third path of the kind in the country. Pennsylvania has one, New York another, and Massachusetts now proposes to enter the list. It may be that in the near future we shall see these paths multiply, so that it will be possible to travel from one end of the land to the other. This looks large, but a much larger scheme would be the improvement of the ordinary high way to allow for so extended a journey.

LEAGUE PROGRAMME.

There seems to have been more or less rumor through the cycle and daily press that the Maryland Division has been receiving bids from outside parties for the privilege of printing and issuing the official programme of the annual meet of the L. A. W., which will probably be held in Baltimore on the 18th, 19th and 20th of June next. I would say that the issuing of the programme will be done by the Maryland Division, L. A. W., under the supervision of Mr. M. S. Wood, Chairman of Programme Committee, and the proceeds or profits will be used (if any) by the Division to assist in defraying the expenses of the meet.

A. E. MEALY, C. C., Md. Div.
Baltimore, Feb. 25, 1888.

ILLINOIS OFFICIAL NOTES.

Owing to removal from the State, Mr. W. E. Dunn, Representative No. 10, this Division, sends in his resignation, and it is hereby accepted.

E. P. Blake, Local Consul No. 12, Bloomington, Ill., is hereby appointed to succeed Mr. Dunn as Representative No. 10.

W. J. Matern, Bloomington, is hereby appointed Local Consul No. 12, vice Blake, promoted.

Hotel Palace, Springfield, D. J. Black, proprietor, is hereby appointed League Hotel No. 6. Rates, \$1.50 per day.

Mr. J. H. Zumbstein is hereby appointed Local Consul No. 41, at Windsor, Ill.

N. H. VAN SICKLEN, C. C.

NEW YORK ROAD BOOK.

The following regarding the New York Hand and Road Book will answer many inquiries that are now being made. The book contains two hundred pages, numerous maps, lists of consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclists, bound in flexible leather. Price to Division Members, \$1.00 per copy. To League members of other States, \$1.50. Remit to Geo. R. Bidwell, 313 West 58th street, New York City, or A. B. Barkman, 608 4th avenue, Brooklyn, N. Y.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 128—Total 93.

Boston, March 2, 1888.

CALIFORNIA DIVISION—4.

Capital City Wheelmen.
17707 Crocker, H. A., 716 8th st., Sacramento.
17708 Hunt, W. F., 512 7th st., "
Oak Leaf Wheelmen.
17709 Wurster, F. W., Stockton.
Unattached.
17710 Meyer, Albert C., San Mateo.

COLORADO DIVISION—1.

Denver Ramblers.
17711 Croll, Horatio V., 1351 So. 12th st., Denver.

CONNECTICUT DIVISION—5.

Derby Cycling Club.
17712 Hull, Capt. Nathan A., 69 Minerva st., Birmingham.
Unattached.
17713 Darrow, Wm. M., Box 1039, New London.
17714 Dawson, John H., 133 Main st., Willimantic.
17715 Rourke, Jas. T., Box 560, Ansonia.
17716 Pemberton, E. L., "

DELAWARE DIVISION—2.

Wilmington Wheel Club.
17764 Pyle, Clarence W., 922 Jefferson st., Wilmington.
17717 Westbrook, W. T. Jr., 825 Adams st., "

ILLINOIS DIVISION—5.

Capital City Cycling Club.
17765 Westlake, Allen T., 400 No. 5th st., Springfield.
Joliet Cycle Club.
17718 Lockwood, D., 118 Park ave., Joliet.
Peoria Bi. Club.
17766 Hatfield, S. K., 101 No. Washington st., Peoria.
17767 Patee, Fred, "Sat. Eve. Call," "

Unattached.
17768 Philbrick, Chas. C., 150 No. Clark st., Chicago.

INDIANA DIVISION—2.

Ft. Wayne Bi. Club.
17719 Stone, Frank, care H. J. Ash, Ft. Wayne.
Terre Haute Bi. Club.
17720 Weller, Edw. A., 602 No. 9th st., Terre Haute.

KANSAS DIVISION—1.

Unattached.
17769 Junken, Elmer E., Abilene.

KENTUCKY DIVISION—2.

Unattached.
17721 McCarroll, F. C., Hopkinsville.
17722 Ware, Hal. P., "

MARYLAND DIVISION—3.

Baltimore Cycle Club.
17770 Meginniss, R. F. Fayette and Charles st., Baltimore.

Ramblers Cycle Club.
17771 Lockwood, W. D., 1731 McCulloh st., "
17772 Dell, Thomas M., 203 West Hoffman st., "

MASSACHUSETTS DIVISION—10.
Cambridgeport Cycle Club.
17723 Shannon, W. J., 106 Allston st., Cambridgeport.
17724 LaCroix, E., 67 1-2 Prospect st., "

Suffolk Wheel Club.
17773 Blaney, John S., 1 st. near 6th, So. Boston.
Unattached.

17726 Brant, Frank L., Box 15, E. Weymouth.
17727 Chamberlaine, David B., Hingham.
17728 Adams, C. A., Box 795, Waltham.
17729 Haack, Henry, 29 Wadsworth Av., "
17730 Hornbeck, H. E., 205 Adams St., "
17731 Swan, F. E., 111 Chestnut St., "
17732 Prouty, E. T., 16 Newton St., Holyoke, "
17733 Missouri DIVISION—4.

St. Louis Cycle Club.
17734 Rea, Fred H., 3028 Chestnut st., St. Louis.
17735 Washington, Dr. Jno N., 13th and O'Fallon st., St. Louis.

Unattached.
17734 Edwards, J. W., Bowling Green.
17735 Moriarty, E. P., 17 West 9th st., Kansas City.

NEW HAMPSHIRE DIVISION—1.

Rockingham Bi. Club.
17736 Goodall, E., Portsmouth.

NEW JERSEY DIVISION—3.

Unattached.
17737 Clifton, Geo., West Hoboken.
17738 Cook, W. E., 9 Church st., New Brunswick.
17739 Hayward, C. H., 143 Hudson st., Hoboken.

NEW YORK DIVISION—20.

Brooklyn Bi. Club.
17739 Conder, L. L., 408 Green st., Brooklyn.
17740 Fay, H. G., 480 Broadway, New York.
Buffalo Bi. Club.
17775 Mulick, James E., 140 Allen st., Buffalo.
17776 Otto, John C., 770 Ellicott st., "
Harlem Wheelmen.
17741 Wveth, W. L., 37 West 124th st., New York.
Hoosick Falls.
17742 Brien, James T., "
17743 Wood, Walter A., "
Kings Co. Wheelmen.

17777 Boehm, George, 31 McKibbin st., Brooklyn.
17778 Brown, S. J., 292 Lafayette ave., "
17779 Cavanagh, James, 616 Bedford ave., "
17780 Hartman, Charles F., 130 Throop ave., "
17781 Murphy, Andrew L., 9 Wall st., "
17782 Murphy, W. F., 9 Wall st., "
17783 Rollins, Geo. W., 35 South Oxford st., "
17784 Simmonds, J. C., 86 Morton st., "
17785 Snyder, J. M., 409 Grand st., "
17786 Starrett, Robert, 166 Lynch st., "
17787 Stillwell, Ralph I., 391 Marcy ave., "
17788 Von Trotha, Cuno, 993 Bedford ave., "
Unattached.
17789 Halstead, M. O., Elmira.

OHIO DIVISION—12.

Central Wheelmen.
17790 Kroeger, Jno. H., 528 John st., Cincinnati.
Cleveland Bi. Club.
17791 Roberts, F. W., 76 Euclid ave., Cleveland.
17792 Sherwin, John, National City Bank, "
Findlay Wheelmen.
17793 Horn, Austin J., Box 328, Findlay.
17794 Weitz, Ammi P., "
17795 Withers, Ed. H., Ohio W. Glass Co., "
Springfield Wheelmen.

17747 Warder, Geo. A., Springfield.
Toledo Cycling Club.
17748 Grah, Mrs. Clara, 1310 Adams st., Toledo.
Unattached.

17749 Brown, Jos. E., 883 Pine st., Cincinnati.
17750 Wichold, B. H., 11 Storrs st., "
17751 Campbell, J. B., Akron.
17752 Whitelaw, J. H., 37 Granger st., Cleveland.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... P. O. Address, ...

City and State, ...

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

—If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

NEW MAIL, CATALOGUE 1888.



WILLIAM READ & SONS,
Boston, Mass.

WILLIAM READ & SONS, BOSTON.

NEW MAIL.

For our 1888 Catalogue we offer as the Best Preface the **Record of Actual Road Usage** for the past year of the **NEW MAIL**, with its Special Features. No Higher Grade in every detail; No More Successful Wheel ever appeared in the market than the New Mail Light Roadster, brought out by us last year, of American manufacture. *All Paris Steel Forgings and Strictly Interchangeable.*

THE ONLY WHEEL

having the Great Improvements — (proved an absolute success by actual test of road use for past 2 1-2 years), of

TRIGWELL'S BALL BEARING HEAD,

which we control, "Perfection" Patent Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of the last year's New Mail, and as the Testimony of users themselves is much the strongest evidence of the worth of a wheel and more satisfactory to a purchaser than a manufacturer's recommendation, we include these testimonials fully in this Catalogue on following pages and ask careful perusal, as they are the opinions of well-known and many of them hard riders. Stronger recommendations of a Wheel Cannot be Offered. Read the testimonials in full.

BUY THE BEST AT FIRST.

READ ALL THIS.

It must be admitted that a bicycle, owing to the great strain it is subject to in road use together with the many accidents liable to befall it, **CANNOT BE Made Too Well**. It must be admitted also that the pleasure of wheeling (and it is but a pleasure and enjoyment) is obtained in *full* NOT by using a second or third class machine, one which will simply *do*, but by riding the **Best**, the most **Perfectly Made**, with frictionless bearings and true adjustments. Such is also the **Cheapest**, as expense is not constantly incurred in repairs, necessary in cheaper wheels, which are advertised as good as any. It is often the case that one buys a cheap wheel thinking to change to a better afterward, but **This is the Most Expensive in the End**, for the low grade constantly needs repair, and hence outlay of money, and when a change is made for the Best (and such change is **Sure to be desired**), the wheelman has to suffer great loss on the old wheel, or pay a large difference to exchange, thus making the new mount actually cost **More** than if bought at first.

We shall keep the **New Mail** up to the **Highest Pitch** in Quality and recommend it as the **Cheapest Wheel** in the end in the Market.

NOT A SINGLE BUCKLED WHEEL LAST YEAR.

GET THE BEST BOTH FOR ECONOMY AND SATISFACTION.

We make mention of this as several new grade wheels are on the market at lower prices, but the manufacturers of them have their *1st quality and best wheels* at the same price as ours. Does it stand to reason that the low price wheels are as well made or as good as their best at higher prices?

Don't be misled in supposing that they will stand the usage of the best.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

The GREAT SPECIALTY of the New Mail, TRIGWELL'S BALL BEARING HEAD.

An Absolute Success. We Control It.

Full description of this head follows on succeeding pages, but since other manufacturers have made exertions to decry Ball Heads as of no advantage whatever, we are forced to refer to the fact emphatically that the true Merit of the Trigwell may be clearly understood. We wish to impress these facts, viz.: that

WE CONTROL THE TRIGWELL AND OTHERS CANNOT USE IT!

That the TRIGWELL is the **ONLY BALL HEAD** confining the balls so that they cannot roll out or be lost.

That we were the **FIRST** to adopt the Ball Head and hence have had the greatest experience with it, and declare the TRIGWELL, which we have used 2 1-2 years,

A MAGNIFICENT SUCCESS!

The best proof of this success is our declaration that for the coming year **WE DO NOT ALTER** the head in a *Single Detail*! Every part has been **Dead Right** and no change required. Is simpler for repair in case of accident, and been found **More Durable** than the old cone pattern.

Read the detailed description of the advantages of the Ball Head on following pages, and read the testimonials of those who have used them.

Wheelmen appreciate that a Perfectly-Made and Frictionless Head is the most important requisite for a true running wheel. As such and as the **MOST IMPORTANT MODERN IMPROVEMENT ON BICYCLES**, we offer OUR SPECIALTY, the

Trigwell Ball Bearing Head.



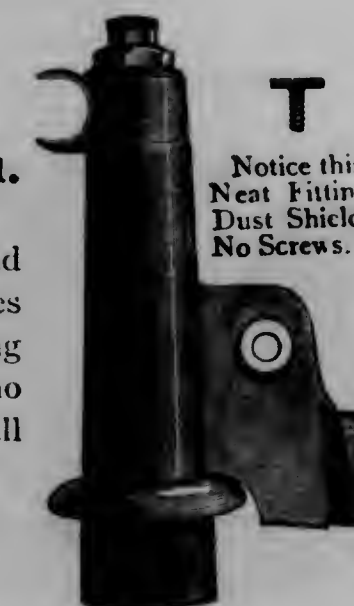
1000 Miles Without Oiling or Adjustment.

Perfect Rigidity and Ease of Steering.

In Use Three Years with Great Approval.

Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls **smoothly** without wear, and **one adjustment** serves for a very long time,—for months, in fact,—and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed**. These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.



Notice this
Neat Fitting
Dust Shield.
No Screws.

The rigidity of a Bicycle and the freedom in steering, is increased to such an extent that hills can be surmounted with far greater ease, and rough roads traversed with considerably less discomfort. A Ball Head will not require Lubricating or Adjusting more frequently than **ONCE EVERY ONE THOUSAND MILES**. The invention was awarded the Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders.

The 100-Mile Race of the London Bicycle Club from Bath to London, was won last year on a Bicycle fitted with this Head, in 7h. 33m., against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

The Trigwell is the **Only Ball Head** which confines the balls by collars, so that when the head is taken apart the balls cannot roll out and be lost.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

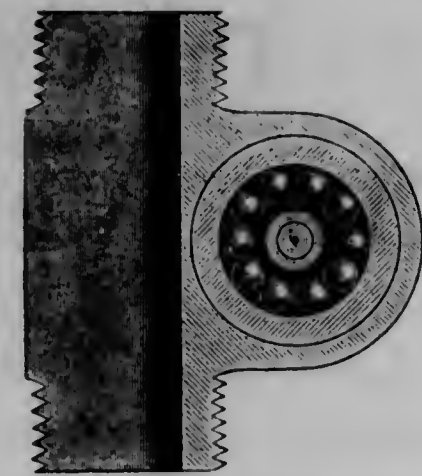
WILLIAM READ & SONS, BOSTON.



—SHOWING THE—

Neat and Close Fitting DUST SHIELD OF THE BALL HEAD.

Having no small side screws as in the old heads. Also showing the Perfectly Turned Cones on which the balls move. These are hardened, and hence not liable to wear, as in the old pattern heads. Also can be unscrewed by the user.



Section of Head Showing Balls resting on top of Neck Centre.

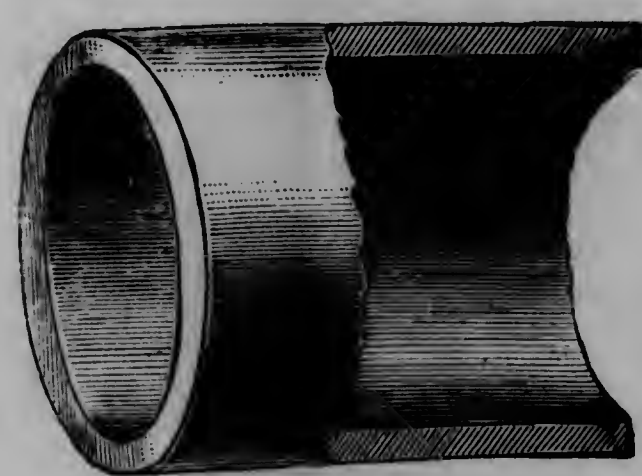
HEAD.—Trigwell's Ball Head, as used by us the last three years, and which has proved so great a success. We consider this head the greatest modern improvement on Bicycles, and we have received testimonials from all over the country in its favor. Its merits consist in smooth and perfect steering, lack of wear, and the great rigidity it gives to the whole wheel. The steering must be tried to be appreciated,—it is Perfect. Its wearing qualities are such that the wheel can be run 1200 to 1500 miles without adjustment of the head, and one oiling lasts three months. It is needless to contrast this with the action of the cone head, which every wheelman knows from experience requires adjustment every few miles. It gives GREAT ADDITIONAL RIGIDITY, as with it a PERFECT bearing in the head can be obtained, and the whole wheel rendered solid, whereas in the cone head, the instant the head is tight it "sticks" and is useless, while the Ball Head can be tightened to a great degree before any tendency to stick is observed. We have had only the most perfect success with this Head, in the great quantity of machines we have sold. There are many patterns of Ball Heads, but the Trigwell is the only one which can be taken apart without the balls falling out, with the liability of being lost. We were the first to use the Ball Head, and we consider the Trigwell the only one of merit, and our experience of two years has borne out our opinion of it. We offer it as the most important improvement made in Bicycles of late years. And we wish to impress on wheelmen the fact that the Trigwell Head, controlled by us, is the best, and in fact the only one which has had an extensive use and test.

WARWICK'S NEW "PERFECTION" BACKBONE AND FORKS.

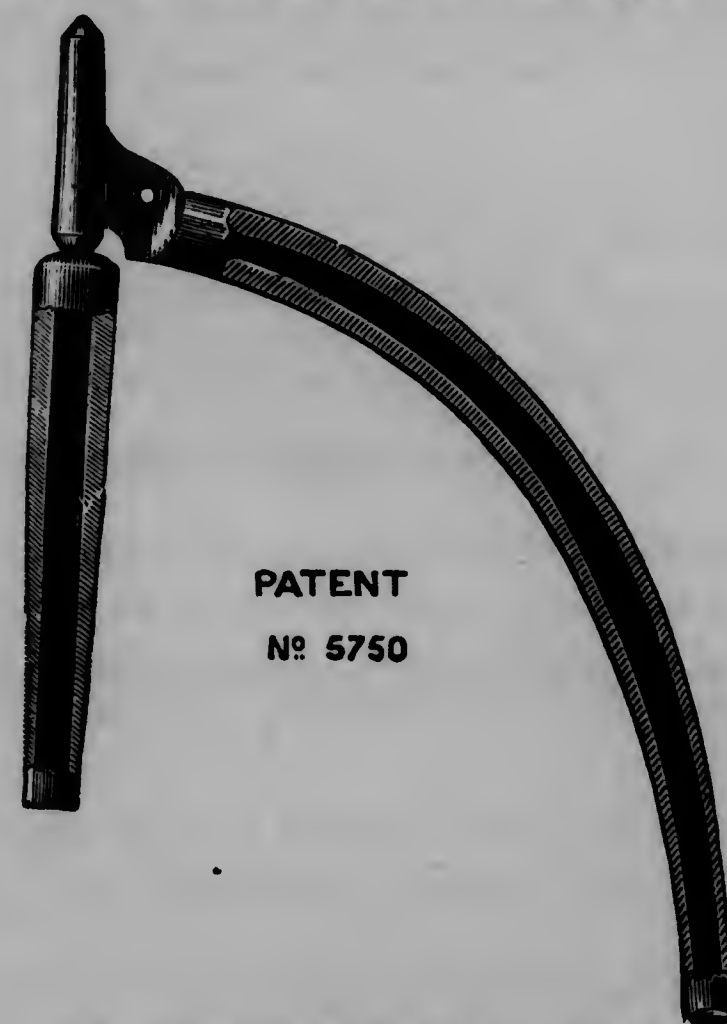
USED ON THE NEW MAIL ALONE!

We draw attention to the following improvements in the Backbones and Side Forks, (drawings of which are below.) We think it will be evident to all that the one source of weakness in Backbones is where it joins the neck, whereby owing to the great vibration and springing of the Backbone, they do sooner or later break at that point. This can of course be obviated by using a much thicker and heavier Tube, but this not only adds to the weight at the neck end, but also the full length of the Backbone, where extra strength and weight is not required; it is to remedy these defects and to prevent the breaking which is so frequent, and at the same time to reduce the weight, giving increased thickness where it is required, and reducing it where it is not required, that we introduce this improvement to your notice. To do this the Tube is thick at one end and gradually tapered internally until it is thin at the other end. This Tube when ovalled, will make stronger, lighter and more rigid Backbones and Forks than have been made hitherto.

The following drawing will give some idea of the advantages claimed over ordinary goods.

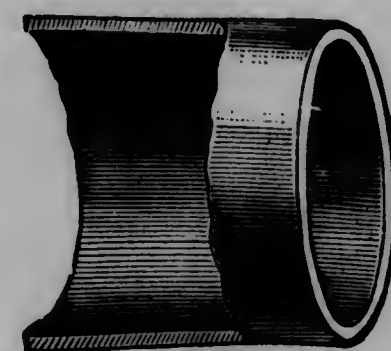


Sectional and End View, Showing Neck-End of Backbone.



PATENT
No 5750

Sectional View, Showing Backbone and Forks when made up.



Sectional and End View, showing Back-Fork End of Backbone.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

THE NEW MAIL

Has this Splendid Improvement in **BACKBONE** and **FORKS**, the

NEW

Warwick Perfection

PATENT FOR STRENGTH.

It is well known that in all machines backbones are liable to, and do break, causing bad accidents. The place of breakage is usually, if not wholly, at the upper end under the saddle, where is the greatest strain. We have adopted this new backbone of Warwick's, which has greater thickness of metal at the large or neck end, and tapers thinner to the small end, thus obtaining a stouter and stronger backbone with no danger of breakage, while there is no increase of weight.

FORKS are the same "Perfection" pattern, thicker at large end and tapering to the small. This gives

STRONG, RIGID FORKS.

"AN UNDISPUTED FACT."
AN ACCIDENT AND HOW IT COULD HAVE BEEN PREVENTED.



The following is taken from "WHEELING," July 21st and 28th, 1886.

"Of all the recent improvements in the Bicycle, the latest introduction of Messrs. WARWICK & SONS, in Backbones, is perhaps the most important to riders. The Neck-end of a Backbone has always been the weak spot in a light-built roadster, and many machines give there sooner or later, from the strain caused by the constant springing and the great amount of vibration, often causing nasty spills. The 'Perfection' Bone is five gauges thicker at the Neck than it is at the Back Fork end, being tapered internally; the extra thickness and strength being just where it is essential, and besides, being less weight than an ordinary Bone. We are indebted to Messrs. WARWICK & SONS for several important improvements in machine parts, and I opine that their latest introduction will prove yet another boon to Bicyclists. I have to record two cases that have come under my notice bearing upon this important subject. W—, of the Edgaston C. C., has sustained a bad fall, through the Backbone of his Bicycle breaking. Another backbone breaker, last week, was D—, of the Dragon C. C."

The Above Accidents would not have Occurred if the Bicycles had been Fitted with the

PERFECTION BACKBONES.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

A FACT THAT EVERY BICYCLE RIDER SHOULD TAKE NOTE OF.

The following appeared in the "Cyclist," November 15th, 1886.

It is said that when anything breaks in a carriage, the coach-builder next time increases the strength of that part. It is true he also increases the weight of the carriage, but what is that compared to safety? A friend of ours has broken five backbones this year, and in every instance they have gone in the same place, viz., just where the solid head is brazed into the tube of the backbone. What manufacturers of cycles do under such circumstances is to put a new backbone with precisely the same thickness at the point where it breaks time after time. In the spirit of the king who said, "Will no one rid me of this petulant priest?" we ask, "Will no manufacturer rise to the occasion and strengthen backbone tubes at the point where they invariably break?"

The following is our reply thereto.
BREAKAGE OF BACKBONES.

[625.]—In your last issue, under the heading of "Notes of the week," we notice a paragraph in which reference is made to the breakage of backbones, and of the fact that they always break in the same place, viz., just where the solid neck is brazed into the tube of the backbone, and your contributor asks, "Will no manufacturer rise to the occasion, and strengthen backbone tubes at the point where they invariably break?" We should like to call your contributor's attention to your advertising columns, where he will see that we manufacture a backbone in which the liability to break at the point named is entirely obviated, and this without any additional weight, so that we can fairly claim to have "risen to the occasion" which your contributor so earnestly desires.

THOMAS WARWICK & SONS.

WILLIAM READ & SONS, BOSTON.

Opinions of the Press on Warwick's "Perfection" Backbone and Fork-Sides.

From "THE CYCLIST," June 23d, 1886.

"We have just had shown us, by Messrs. WARWICK, what we consider the best improvement made in Backbones and Forks for many years. As is well known the strain on both forks and backbone is mostly close to the head, and until now this extra strain has been met by an enlarged diameter of the tubing used. Messrs. WARWICK, however, in their latest production, go farther, and taper the metal itself as well as the tube, so that the frames are not only larger in diameter, but of a larger gauge in thickness of material at the points where most strain exists, whilst both metal and weight are reduced where the strain is least. From what we have seen of these tubes we have every reason to believe that as soon as they are known to the trade they will be largely used."

From "SPORT AND PLAY," July 5th, 1886.

"Messrs. WARWICK & SONS, of Birmingham, the well-known Bicycle Fitting and Hollow Rim Manufacturers, have recently perfected a very important and substantial improvement in the construction of Backbones and Forks, which we opine will supersede anything of the kind hitherto introduced. The invention consists of a patent method for tapering the metal from which the tubes are made, the upper part of the fork and backbone, near the neck end, where the great strain is concentrated, being of 14 gauge steel, and tapering off to 18 gauge at the lower end. By this means, greater rigidity is obtained, and the liability of breakages (which under the old system was of frequent occurrence) is reduced to a minimum, in addition to which a considerable saving in weight is effected. The invention is a very ingenious one, and we feel confident that it will be largely taken up by the bicycle and tricycle manufacturers when its merits are made known."

From "WHEELING," September 1st, 1886.

"At a time when the desire for the lightest machine obtainable is the chief desire of the tourist, and 40 lb. tricycles and 22 lb. bicycles are considered and sometimes prove, to be the correct mounts for road-races, it may not be out of place to draw more general attention to a recent improvement in the tubes from which are made forks, backbones, and frames for our lighter wheels."

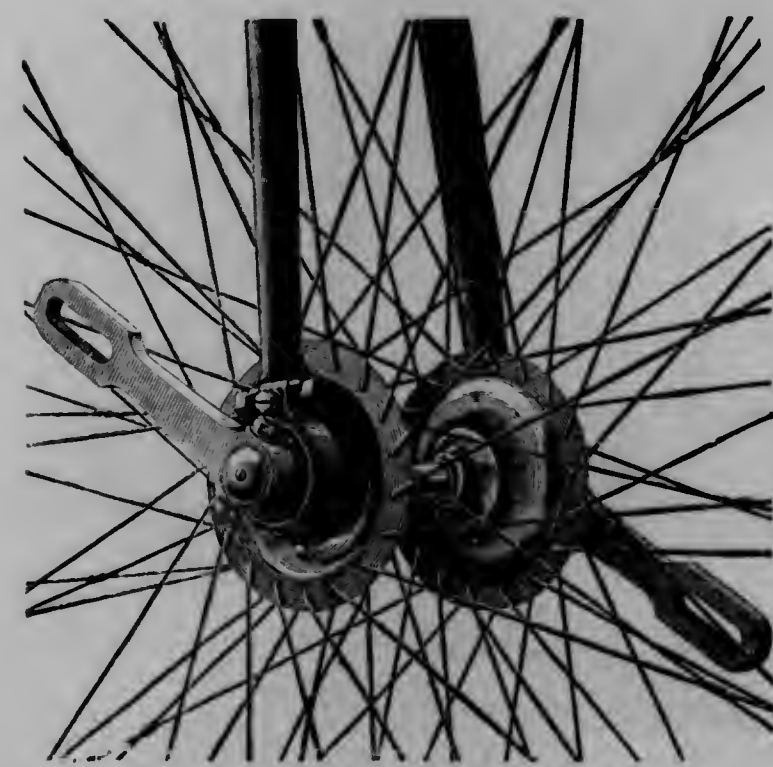
"In the usual form of backbone tubes the weakest part in proportion to the strain upon it is undoubtedly the neck-end, especially about the brazed joint of neck and tube. The rage for light machines, which is now almost universal, has had the tendency more than ever to bring this practically before us, as with the necessary reduction in weight, comes increased liability to breakage under sudden strains. Under these circumstances, aggravated as they are by the common occurrence of exchanges and sales, relegating to a 14 stone man a machine specially built for a rider of 10 stone weight only, any alteration which, without increasing weight, shall add to the strength or rigidity of our machines, is one to be welcomed as a boon and a blessing to men in these latter days, when steel for toughness and endurance against slain flesh and blood is tested and tried and found wanting. Messrs. T. WARWICK & SONS, of Hollow Rim fame, have recently introduced a Backbone, which instead of being about 16 or 17 gauge in thickness from top to bottom is of 14 gauge thickness at the neck end, tapering internally to only 19 gauge at the end which is brazed to the backforks. This must strengthen the backbone very considerably indeed if properly brazed. We should consider such a joint unbreakable. As to weight, Messrs. WARWICK claim that the weight of the backbones and fork-sides is less than those now in use."

WE CALL SPECIAL ATTENTION TO OUR

TRUE TANGENT SPOKES

AND METHOD OF TYING.

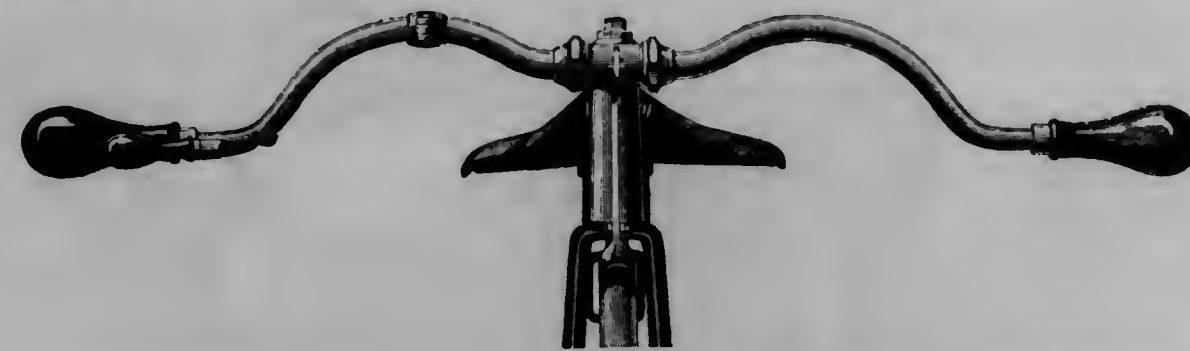
Giving Great Rigidity to the whole wheel. No Rattle. Spokes Tied and Brazed, and Wound Seven Times!



NOTE THIS TYING.

This cut shows the NEW MAIL system of tying its Tangent Spokes at intersections. UNLIKE ANY OTHER! Tied as well as brazed and wound SEVEN TIMES, giving great strength and rigidity to the whole wheel. Impossible for Spokes to separate or rattle. True Tangent Spokes, 72 in number. DETACHABLE CRANKS. 5 to 6 inch throw.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.



DETACHABLE HANDLE BARS

WITH

Oval or Spade Handles.

Very Strong, in Solid Frame, and very Neat. Easily detached by merely unscrewing the two nuts each side of head. Every part interchangeable.

If by accident you break your Bar, we can send you a new one which you can replace yourself.

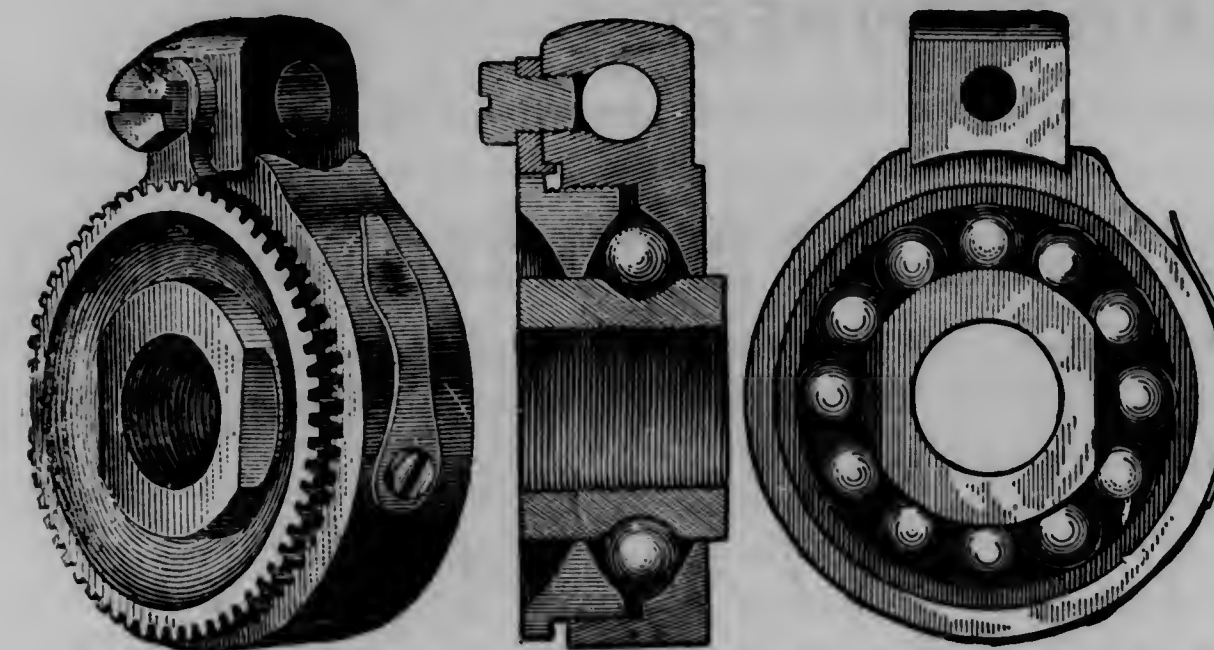
We offer it as the NEATEST and SIMPLEST in the market.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

BOWN'S ÆOLUS ADJUSTABLE BALL BEARINGS

USED ON THE NEW MAIL.



unscrewing by a bracket with a set of teeth which fit the indentations on the circumference of the adjusting case.

We recommend this as the best bearing, as it is easily adjusted and does not tighten up nor wedge after long runs.

CONSTRUCTION.—A single row of balls is used, twelve in number, and the adjusting power of cones is made use of for adjustment, it being constructed as follows: On the axle a steel collar is secured, having two wedge-like projections left upon its outer circumference, which thus form together a conical groove in which the balls are placed. The case is separated vertically, and both halves are coned outwards; the outer or adjustment half is provided with a milled edge, and by screwing up this with the fingers, the cones are tightened concentrically upon the balls with a great degree of nicety, and the adjustment plate is prevented from

A SPLENDID RIM.

Warwick's Latest Hollow Rim with Thickened Bottom.

ENTIRELY SMOOTH. NO SEAM OUTSIDE.



A great advantage, as an outside seam looks badly and is liable by wear on the road to open. The thickened bottom stiffens the whole rim and makes a

SECURE HOLDING BED PLATE FOR END OF SPOKES.

NOT A BUCKLED RIM LAST YEAR!

Best Rubber Tires.

Strongly Cemented.

—TO SHOW THAT—

We Have Entered into Every Detailed Part to Get Perfection.

WE PRESENT A CUT OF THE

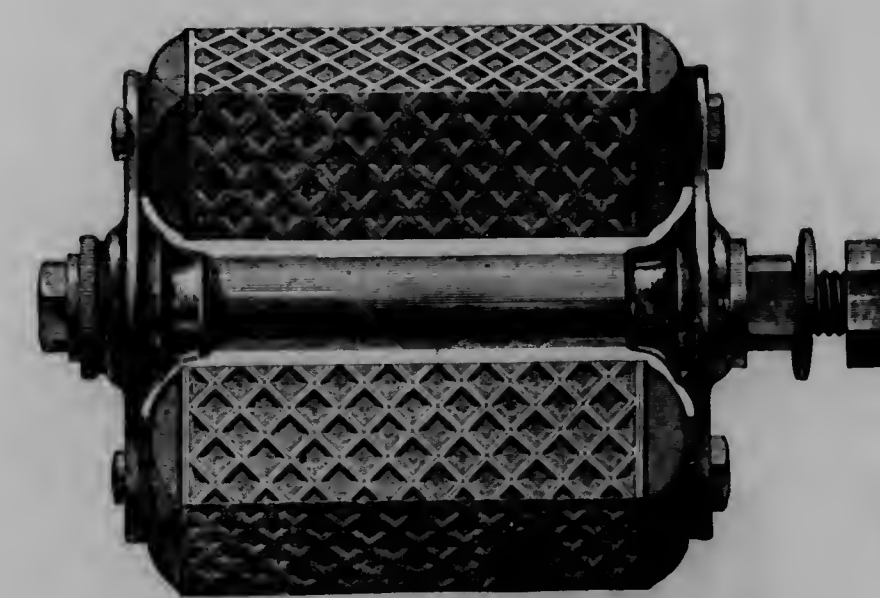
NEW MAIL'S REAR AXLE,

Which Wheelmen know is a source of trouble in many wheels, from not being made or running true.

This is Mathematically

TRUE IN ITS BEARINGS,

And we call attention to its Handsome Shape and Proportions.



BALL PEDALS

—MADE WITH THE—

GREATEST NICETY

—OF—

FINEST STEEL.

Which we offer as unsurpassed in the market for true running qualities. Rubbers—the square corrugated, adapting to the form of Foot.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

We have thus, in the preceding pages, described in detail the construction of our Bicycles, showing a combination of improvements which can be found in

NO OTHER WHEEL.

That they are improvements and features of merit, we leave wheelmen to judge. **They are no Experiments.**

WE WERE THE FIRST TO ADOPT AND PUT IN USE THE BALL HEAD,

Believing it to be a marked and necessary improvement, and after the past two years extensive experience on all our wheels, which it is well-known are in use all over the country, and have gained their high reputation from their staunchness in hard, cross-country riding and tours, we offer the

TRIGWELL BALL HEAD

(which we obtained and judged the only one of merit,) AS A PERFECT SUCCESS. That it is a great advantage, we refer to the many testimonials. Once having used this Ball Head, you would never go back to the common kind.

THE WARWICK NEW BACKBONE AND FORKS.

with increased thickness of metal and strength, are too obvious advantages to need explanation. The New Mail has them. Are not these three features alone (Ball Head, Perfection, or rather common-sense Backbone and Forks and our Rim) enough to decide one in choice of this Wheel?

But also we include Corrugated Square Rubber Ball Pedals, Spade Handles, Kirkpatrick Saddle, Harwood's Adjustable Step, all at the price. The price of the New Mail is exactly the same as all other makes of Tangent Spoke Weels of 1888 manufacture.

We invite careful study and inspection on next page of the perfect proportions and symmetry of this

SUPERB LIGHT ROADSTER



THE NEW MAIL.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

Prices, Including Spade Handles, Ball Head and 'Perfection' Backbone and Forks.

Believing when purchasing a high Grade Machine, wheelmen desire ALL the Latest Improvements and Features, we shall make nearly all this year's product with Ball Head and "Perfection" Backbone and Forks, and these prices include such.

Of course if these additions and improvements are *not* desired, the prices become \$2.50 less to agree with other machines in the market quoted this lower. Are not these Great Improvements worth the small difference of \$2.50?

PRICES.

ENAMELED, WITH BRIGHT PARTS NICK-ELED AND SPOKES NICKED TO INTERSECTIONS.		INSIDE LEG MEASURE TO BALL OF FOOT.	ENAMELED, WITH BRIGHT PARTS NICKED.		INSIDE LEG MEASURE TO BALL OF FOOT.
48 in.	\$125.00	31½ in.	54 in.	132.50	34½ in.
50 in.	127.50	32½ in.	55 in.	133.75	35 in.
51 in.	128.75	33 in.	56 in.	135.00	35½ in.
52 in.	130.00	33½ in.	58 in.	137.50	36½ in.
53 in.	131.25	34 in.	60 in.	140.00	37½ in.

Half Nickel, \$10.00. Full Nickled, \$15.00 Extra. With Paralled Pedals, \$5.00 less than above Prices.

Also these prices are for the latest wheels, made *this* year, and are exactly the same (no higher) as all other tangent wheels of *this* year's manufacture. Wheels of *previous* years' manufacture we offer less.

Get the Latest and Most Improved!

TERMS.—Strictly Cash. Send cash by Express or by Boston or New York Draft and we send the wheel strongly crated, with Tool Bag and Tools. We nickel the spokes to intersections, giving a very light and handsome appearance.

TESTIMONIALS.

Messrs. Wm. Read & Sons:

DEAR SIR,—I have ridden for several years various machines, and think the NEW MAIL compares favorably with any, and in many respects is far superior. Last year I rode the NEW MAIL some fifteen hundred miles, and found it rigid and easy running. The Ball Bearing Head is a decided improvement over the Cone Bearing, as it allows one to keep the head tight, at the same time does not interfere with the steering. In finish I think the NEW MAIL has no superior. Yours truly,

GEO. S. PERKINS,
Capt. Cambridge Bicycle Club.

CHELSEA, MASS., June 2, 1887.

WM. READ & SONS:

DEAR SIR,—The NEW MAIL Bicycle I purchased of you the first of the season has given perfect satisfaction; it is the easiest running wheel I ever rode. The Ball Head is perfection itself. I would not be without one. Yours respectfully,

O. L. DRESSER,
Capt. Chelsea Ramblers.

WORCESTER, MASS., Jan. 12, 1888.

Messrs. Wm. Read & Sons:

GENTLEMEN,—Since purchasing the NEW MAIL of you last year I have ridden it constantly, and it pleases me in every respect. I think the Ball Bearing Head is the greatest improvement ever put on a Bicycle. I would never ride any other now, as I think no Bicycle is complete without it. For hill climbing I found that I could ride up the same hill much easier on the NEW MAIL than I could on my former mount. The NEW MAIL, as a whole, is far superior to any other make, and I cheerfully recommend it to those who are looking for the best.

Yours respectfully,
FRANK W. BARRETT,
Capt. Worcester Bicycle Club.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

[From the noted fast rider, W. E. Crist.]

WASHINGTON, May 3, 1887.

GENTS,—The NEW MAIL is the easiest wheel of any I ever tried. It is simply perfect. Yours truly,

W. E. CRIST.

NEW ORLEANS, LA., Nov. 26, 1887.

Messrs. Wm. Read & Sons:

DEAR SIR,—I received from you, through your agent at this point, Mr. J. M. Gore, one of your 53-inch NEW MAILs. On this wheel I trained for the annual L. A. W. Louisiana division races, and on the day of the races rode the same, surprising both my friends and myself. My success was undoubtedly due to the easy manner in which the wheel rode. I have experienced equal pleasure on the road with the wheel, it riding as smoothly and easily as one could desire. I have ridden several makes of wheels during two years' experience as a wheelman, but much prefer your wheel to any so far ridden. Again thanking you for the good wheel you have sent me, I remain,

H. W. FAIRFAX,
Sec. Treas. New Orleans Bicycle Club.

PASADENA, CAL., Jan. 15, 1888.

GENTLEMEN,—After an experience of five years with the various prominent makes of Bicycles, I would like to state that, in my judgment, the NEW MAIL of Messrs. Read & Sons is the best road machine now made.

The Ball Bearing Head, as now used, cannot be excelled by any appliance for facility and nicety of adjustment. It is the easiest running and most rigid wheel I ever rode, and I think I may safely say (from the tests I have given it), enjoying, as I do, the reputation of being one of the hardest road riders in the State, that for a reliable roadster, it has no equal.

CHARLES A. BIEDERMAN,
President Pasadena Cycling Club.
Winner of Lakin's Long Distance Cyclometer Contest for 1887, and holder of Pacific Coast record for one mile.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

TESTIMONIALS.—Continued.

ST. LOUIS, Dec. 31, 1877.

WM. READ & SONS, Boston:

GENTLEMEN,—Though perhaps I am rather late in the day, I write to congratulate you on the NEW MAIL. Having owned and ridden a number of different makes of Bicycles, I am thoroughly convinced that in my NEW MAIL I have the *easiest running and least expensive* wheel made. The strength of the ball head and ease of steering deserves especial mention, for since I received the NEW MAIL wheel (May 3d, 1887), I have ridden 2730 miles, and the majority of this over rough country roads; during this time, the head needed adjustment not more than five times, while with other wheels this would have to be done at least twice a week.

Respectfully yours,

ALEX. M. LEWIS,
Lieut. Missouri Bicycle Club.

[From a Bicycle Dealer.]

JUNE 25th.

GENTS.—I would like the agency for your NEW MAIL. I purchased one for my own riding, and I find that it is the Highest Grade Bicycle on the market. I have been in the Bicycle business a long time, and am agent for several of the leading wheels, but I think your machine superior to all others, and I put it at the head. Let me know if I can have the agency for it.

Yours truly,

[From a large Dealer in Bicycles at the West.]

WM. READ & SONS, 107 Washington St., Boston, Mass.

There is not much doubt but that I'll sell a good number of your wheels this season. I am riding the "55" myself, and I must say that it is *away up*. The "51" I sold to an old rider of four years' experience. He came into my store last Saturday and had his choice out of four of the best wheels in the market, the NEW MAIL included (all of which I had samples), and just as I expected, he selected the NEW MAIL for his mount.

Yours respectfully,

BOSTON, June 1, 1887.

Messrs. WM. READ & SONS, Boston.

DEAR SIR,—In 1876, while at the Centennial Exposition, I saw the first English Bicycles. I was so much pleased with their

TESTIMONIALS.—Continued.

ST. LOUIS, Jan. 4, 1888.

Messrs. WM. READ & SONS, Boston.

GENTS.—I have been riding the NEW MAIL the past season, and think it, by far, the best wheel I have ever ridden. My repairs have cost me nothing, and the wheel to-day is as good as when it came out of the shop.

Yours truly,

J. S. FUQUA.

WHEELING, W. VA., Jan. 13, 1888.

Messrs. WM. READ & SONS:

GENTS.—I have been a constant rider of the bicycle for eight years in a portion of country where hill climbing and coasting can be indulged in to the heart's content, and during this time have ridden many of the leading wheels in the market, but never have I ridden one so nearly perfect as your NEW MAIL. It is so responsive to every motion, so little give to the perch in drawing the little wheel over ruts, and, greatest of all, the Ball Bearing Head. The Ball Head is a *great success* notwithstanding the croaking of the many who have never tried it. It is as much of an improvement over the usual form of head in use as the light roadsters of to-day are over the best bikes of 1883.

Wishing you a great trade for '88, I am truly yours,

T. A. HOGE.

PROVIDENCE, Dec. 3, 1887.

WM. READ & SONS:

DEAR SIR,—The Ball Head on the NEW MAIL has only to be tried to be appreciated by wheelmen; with it you have a rigid head, yet easy and perfect steering.

Wheelmen who say the old Cone or hemispherical bearings are good enough for them, have but to try a wheel with your Ball Head to alter that opinion. Have ridden over two thousand miles the past season on my NEW MAIL.

Respectfully yours,

JAMES L. SPÉERS,
Lieut. Rhode Island Wheelmen, Providence, R. I.

ALBANY, June 22, 1887.

Messrs. WM. READ & SONS:

GENTLEMEN,—I have been waiting to give the NEW MAIL I bought of you a thorough trial before writing. I am more than pleased with it. Last week I rode it from Albany to Poughkeeps-

appearance that the spring following I bought one of the best. Since then I have ridden many thousand miles on different machines. I considered my last mount as good a wheel as could be bought, and was perfectly satisfied with it. But this spring I was induced to buy one of your NEW MAILs, and I have ridden it far enough now to know that after all these years of experience, I never knew what it was to be on a perfect machine before. The combinations are perfect, and I consider the Trigwell Ball Bearing Head one of the greatest improvements ever attached to a bicycle. The hills I used to walk are mounted with ease, and the machine is run as straight as a die, with scarcely any effort. I am more than pleased—I am *delighted* with it.

This testimonial is entirely unasked, and I only write to encourage you in your good work, and to advise any one in want of a first-class mount to take the NEW MAIL without question.

Respectfully,

J. L. BLACKMER, League 14760.

ST. LOUIS, Dec. 31, 1887.

Messrs. WM. READ & SONS, Boston, Mass.

GENTLEMEN,—It is with pleasure I write you regarding the NEW MAIL that I have ridden this year. It has proved satisfactory in every way. Is staunch, rigid, easy to ride, and light running—"a thing of beauty and joy forever." Can hardly see how it is possible to make the '88 wheel an improvement.

With compliments of the season, believe me,

Yours truly, EDWARD SELLS.

ST. LOUIS, Jan. 5, 1888.

Messrs. WM. READ & SONS, Boston, Mass.

DEAR SIR,—Having ridden the NEW MAIL the past season with such perfect comfort and little expense for repairs, I feel that I owe you my personal thanks. The Ball Head, in particular, deserves especial mention, and is, I think, the *chief recommendation* for any first-class wheel. After having been ridden for eight months, my wheel is in perfect condition, while my expenses of repairing have only been \$1.00, all told. Again thanking you,

Yours, very truly,

JONES S. IRVINS, Mo. Bi. Club.

sic over roads which had just been washed, necessitating much riding through deep gravel and over stones. At the end of the run I was almost afraid to look at it for fear of finding loose spokes or started joints, but my fears were groundless. Everything was as snug as when I started. I never had a wheel before that would not have been loose in every joint at the end of such a ride. It climbs hills a third easier than my old machine.

The Ball Head is perfect, and with all the knocking around it has had shows not the slightest shake, yet turns perfectly free. It is safe to predict that next year every first-class wheel will have a Ball Head.

Yours respectfully,

CHARLES L. PALMER.

January 15, 1887.

MR. CHARLES SCHWALBACH, Agent:

DEAR SIR,—I shall ride a NEW MAIL this coming season, and to all who are in doubt as to what wheel to purchase, I would recommend the NEW MAIL.

HARRY H. FARR,

1st Lieut. Ilderan Bicycle Club, Brooklyn, N. Y.

MR. CHAS. SCHWALBACH, Agent:

DEAR SIR,—The Ball Bearing Head is a *great success*, and I would not ride a wheel without this improvement. It is the easiest running and most rigid wheel I ever rode, and can recommend to all who desire a first-class mount for the coming season. During my recent trip to Bermuda it was ridden over 200 miles there, and was universally admired by all.

Yours truly,

G. L. COURTENAY.

BROOKLYN, Jan. 26, 1887.

MR. SHIPTON, Secretary to the C. T. C., says:—My views as to the merits of your new Ball Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but affirm by the light of more recent experience. To put it briefly, I consider the Ball Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost. The balls are held in place by a collar, and it is practically impossible to disarrange them.

WILLIAM READ & SONS, BOSTON.

TESTIMONIALS.—Continued.

MR. HAWLEY, Hon. Sec. of the L. B. C., says:—My Bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in cycle manufacture.

MR. HY. HERBERT, Clarence B. C., says:—I cannot speak too highly of the Patent Ball Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

MR. HARRY JONES, of the Haverstock B. C., says:—My record last year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unrideable with the ordinary head, but in this and where any delicate steering is required, I have found the Ball Bearing Head invaluable, and also a great assistance in hill climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

BOSTON, Feb. 1, 1887.

Messrs. WM. READ & SONS, Boston, Mass.

DEAR SIR,—A few words in regard to the "Trigwell Ball Bearing Head." I have used the Trigwell Head during the past season and have covered about 2000 miles of road riding, thereby giving it a thorough trial, and I am free to say it has given perfect satisfaction. Its point of superiority over other heads is that it can be set down perfectly tight and yet will move freely and never work loose. I have never had any trouble with the balls breaking, and a single drop of oil once in a while keeps them in excellent condition. In every way it has proved a great success, and I would recommend every rider to give it a trial.

Yours, very truly, C. L. SMITH.

Late Captain Cambridge Bicycle Club.

TOLEDO, OHIO, Jan. 22, 1887.

GENTLEMEN,—One of the wheel's chief beauties lies in the Ball Bearing Head, which needs no tightening, and renders the steering easy and quick. Hereafter, no wheel will be perfect for

me unless it has a ball-bearing head. Thanking you for many courtesies extended, I remain, Yours truly,

J. M. TRYON, Sec'y-Treas. Toledo 'Cycling Club.
Rep. 1st District, Ohio Div., L. A. W.

BROOKLYN, N. Y., Jan. 19, 1887.

The "Ball Head," as used in the MAIL, cannot be equalled by any appliance for ease and nicety of adjustment, and perfect bearing, and in riding and coasting without hands, I find a great aid. The NEW MAIL will carry me through the coming season, and equally favorable results are expected.

Yours truly,

R. W. STEVENS,
Kings County Wheelmen.

[From the well-known Captain of the Kings County Wheelmen, a long distance rider.]

BROOKLYN, Jan. 23, 1887.

GENTLEMEN,—Its improved Ball Bearing Head is indeed a success, and adds very materially to its value as a wheel for use in drills, etc. A machine possessed of these qualities, to say nothing of its graceful appearance, is certain to become popular with the wheeling fraternity.

Very truly yours,

EDW. PETTUS, Capt. C. K. W.

MR. CHAS. SCHWALBACH, Agent.

DEAR SIR,—Out of nearly five months this season I have missed only five days' riding, and that on country roads of all grades, and have therefore thoroughly tested the Ball Head, which feature alone is incomparable and an important attraction to me, to say nothing of the material, grace or construction, its lightness, and the narrow tread, which is a very important aid in hill climbing. I have covered nearly 2,300 miles this season, and have not spent one cent for repairs.

Yours respectfully,

A. E. ANDERSON.

K. C. Wheelman.

WILKES-BARRE, Jan. 18, 1887.

MR. L. L. EVANS, Agent.

DEAR SIR,—The machine I bought of you, with the Ball Bearing head, gave satisfaction in every particular. As I have owned and ridden several different makes of machines with the cone

TESTIMONIALS.—Continued.

head, I have no hesitation in pronouncing the "Ball Head" far superior in every respect, and consider it one of the great revolutions in the Bicycle.

G. W. LAYCOCK.

ST. LOUIS, Jan. 13, 1888.

Messrs. WM. READ & SONS:

GENTS.—In reply to your request as to how I like the NEW MAIL, I will say that I like it very much, have given it many a hard ride over miserable roads, and have yet to spend the first dollar for repairs.

Yours,

W. M. LOUDERMAN.

LA PORTE, IND., Dec. 14, 1887.

Having ridden a number of different makes of Bicycles I find none that have the easy running and staunch qualities of the NEW MAIL and the unequalled Trigwell Ball Bearing Head. I would not ride a Bicycle without it as it is the most rigid as well as the easiest steering Head made and no Bicycle is complete without it, and as to beauty and finish the NEW MAIL stands, "the Perfection."

J. E. LONN.

LA PORTE, IND., Dec. 14, 1887.

My 54-inch NEW MAIL is the easiest running, as well as the easiest steering Bicycle I ever rode. I would advise any one to get a Trigwell Ball Bearing Head on their Bicycle and they would not exchange it for another make at any price. The NEW MAIL is the Bicycle of to-day.

WILLIAM LONN.

NEW ORLEANS, Nov. 19, 1887.

Messrs. WM. READ & SONS, Boston, Mass.:

DEAR SIR,—When the "NEW MAIL" first came out here, I purchased one, and, at the request of your agent, Mr. J. M. Gore, who asked me to let him have my opinion of it, I would say that I am very well pleased with it. I find it an easy running, strong wheel.

Yours truly,

G. W. ANDERSON.

May 19, 1887.

DEAR SIR,—It affords me great pleasure in saying that among the many wheels I have ridden, none have equalled the "NEW

MAIL." Its hill climbing ability surprises me. I would ride no other machine if I could have a "NEW MAIL."

FRANK A. BUCKLYN.

Brown University, Pross, R. I.

MILLVILLE, N. J., Sept. 23, 1887.

Messrs. WM. READ & SONS, Boston, Mass.:

DEAR SIR,—The NEW MAIL is a daisy, runs elegantly and the steering is the height of perfection. No plain Cone Head machine will compare with it in steering. The NEW MAIL is my sixth machine in eight and a half years of wheeling, so I speak from experience.

Very truly yours,

THOMAS B. SOMERS.

AUBURN, N. Y., Sept. 28, 1887.

Messrs. WM. READ & SONS:

GENTS.—I have always been prejudiced against American Machines in favor of English make. But through the guarantees of your agents, was induced to try a NEW MAIL LIGHT ROADSTER, and the season's experience in all round riding satisfies me, and I must admit it in justice to yourselves, that the NEW MAIL LIGHT ROADSTER is the machine in preference to all others.

The Ball Head speaks for itself. One has but to use it to satisfy them. Have run the entire season without an adjustment and only once oiling it.

Very truly yours,

ALBERT H. HAMILTON.

HUNTINGDON, IND., Sept. 9, 1887.

GENTS.—The NEW MAIL is a strong wheel, and very easy running. The Ball Head is the best I have seen, and works perfectly. No binding nor grinding in this. Wishing you best success,

Yours truly,

N. SESSIONS.

NEW ORLEANS, Nov. 29, 1887.

MR. J. M. GORE, Agent for New Mail, New Orleans, La.:

DEAR SIR,—I have been riding the NEW MAIL for about two months, and find it the finest mount I have ever been astride. As I am a very slight build, I give all credit to the wheel I ride and

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

TESTIMONIALS.—Continued.

not to my physical power. Trusting that your wheel will prove as satisfactory to all riders as it has to me, I remain,
Yours very respectfully, E. A. JONAS.

MERIDEN, CONN., May 26, 1887.

Messrs. WM. READ & SONS:

GENTLEMEN,—My 53-inch NEW MAIL is very satisfactory. During the past four weeks I have ridden it without adjusting the head, and it is all right to-day. The wheel is a splendid hill climber and an excellent coaster, and for all around use is, in my opinion, the best made. I could say more, but this will give you my ideas on the subject, and you can quote me if it will help you.

Yours truly, WILBUR H. SQUIRE,
Meriden Wheel Club.

NEW YORK, Sept. 23, 1887.

GENTS,—I have been riding for eight years, and the NEW MAIL is the third wheel I have owned. I consider it the best wheel I have ever been on.

Yours truly,
N. D. LANCASTER.

WINDSOR, NOVA SCOTIA.

WM. READ & SONS:

GENTS,—I am perfectly delighted with the NEW MAIL. It is the easiest running wheel I have ever used, and it has already secured a host of friends.

Yours truly,
A. P. SHAND.

PHILADELPHIA, Oct. 4, 1887.

Messrs. E. K. TRYON, JR. & Co., Philadelphia:

GENTLEMEN,—Having ridden the NEW MAIL upwards of 600 miles, I find it to answer every purpose over rough and smooth roads. As a piece of workmanship it is excellent.

Very truly yours, J. A. BRADLEY,
Penn. Bicycle Club, Philadelphia.

WEEDSPORT, N. Y., July 13, 1887.

Messrs. WM. READ & SONS, Boston, Mass.:

GENTLEMEN,—The 54-inch NEW MAIL Bicycle which I purchased of you some two months since, has given the most perfect satisfaction. During my five years experience as a wheelman, I

have owned four different makes of Bicycles and have ridden others, but I consider the NEW MAIL the staunchest and easiest running of any wheel I have ever ridden. I consider the Ball Bearing Head a great improvement, and, since I have tried it, and know what it is, I would never own a wheel that did not have this kind of a head. I have now given my wheel two months pretty hard riding over the rough roads in this section, but have not as yet had to adjust the Head Bearing, in fact I have not had to adjust any Bearing on the wheel, each one being in the same position as when shipped from the factory. If I was going to have a wheel built to my own specifications I don't know where I could improve on the '87 NEW MAIL. It is certainly the prettiest looking wheel on the market.

Very truly yours,
H. D. BROWN.

BOSTON, Jan. 20 1888.

Messrs. WM. READ & SONS:

GENTS,—In reply to your inquiries as to working of my 61-inch NEW MAIL, I would say that I have but unqualified praise to bestow upon it. A Bicycle to stand the extra test of being put over all kinds of roads where pleasure and business demands one should go, must be a good one, light, durable and to be depended upon to bring the rider back with as little worry and fatigue as possible. I can say that the NEW MAIL has stood very rough usage at my hands and is apparently in just as good condition as ever.

Yours in haste,
Association Gymnasium.

L. F. SMALL.

SMITHPORT, PA., Jan. 17, 1888.

Messrs. WM. READ & SONS, Boston, Mass.:

GENTLEMEN,—The NEW MAIL is, I think, second to no wheel made. It is handsome in appearance and runs finely, and I honestly recommend it as the finest and best. I have ridden some of the best makes of wheels, and never found such an easy running machine as the NEW MAIL. The Ball Head works to perfection, while most all others have none.

Some people think a "good" wheel costs too much; well, I have had all I ever want of cheap wheels, and a person who buys a cheap one will soon see same as I did when first I thought of trying bicycling. Send me an 1888 catalogue when out.

Respectfully,
C. R. SPRAGUE.

TESTIMONIALS.—Continued.

310 So. FIFTH ST., BROOKLYN, N. Y., Oct. 31, 1887.

WM. READ & SONS, 107 Washington St., Boston, Mass.:

GENTS,—Please send me picture of NEW MAIL, as I am a rider and much pleased with your machine. It makes a perfect coaster and roadster.

M. G. DENIPE.

SPRINGFIELD, ILL., Feb. 5, 1888.

WM. READ & SONS:

DEAR SIR,—Please send me your catalogue of NEW MAILs for 1888. I bought a NEW MAIL just before the close of last season, and am very well pleased with it. The ball-head is the only thing.

Yours,
JOHN P. FOGARTY.

ORCHARD LAKE, MICH., Jan. 21, 1888.

WM. READ & SONS:

DEAR SIR,—I have ridden all makes of bicycles, but for completeness, easiness of running, and durability, I find that the NEW MAIL is at the head.

Very respectfully,
JNO. S. ARNOLD.

COLORADO SPRINGS, Jan. 31, 1888.

WM. READ & SONS:

DEAR SIR,—The 56-inch came safely to hand on Saturday, the 28th inst., and is in the highest degree satisfactory. You have my thanks for turning out such an elegant machine and filling the order so satisfactorily. The gentleman for whom I ordered the wheel made a trial run on it Sunday, and expresses himself in terms of the highest praise for its smooth, easy running qualities. He says: "She goes through sand easier than any wheel I ever rode."

The 52-inch also continues to give the highest satisfaction to its rider. I think the new tapered-pin pedal hard to beat. It is the neatest thing out.

Yours truly,
C. R. ARNOLD.

TRINIDAD, COL., Feb. 2, 1888.

Messrs. WILLIAM READ & SONS:

GENTLEMEN,—When I traded by C — for the NEW MAIL, I did so because I thought the construction the most perfect theoretically. I am very much pleased to find, after four months use on our rough roads, that the workmanship is equal to the design. I have not touched the head or front wheel bearings; the hind wheel has been tightened once. The long cranks, larger hind wheel, and greater rake, are all improvements. I have not had a single fall, though I used to tip over rather easily on the —.

I don't understand the objection to the Ball Head. Even if it only lasted for one year and then had to be renewed, it would pay to have it in the greater comfort of handling.

I wish you all luck with the NEW MAIL, and will do all I can to sell more of them.

Yours respectfully,
W. DEARDEN.

VAN ETTENVILLE, N. Y.

WM. READ & SONS, Boston, Mass.:

GENTS,—Am greatly pleased with the NEW MAIL, and consider it one of the finest mounts which I ever saw.

Very respectfully yours,
HARRY BANFIELD.

WILLIAM READ & SONS, BOSTON.

BOYS' BICYCLES.

WE HAVE TAKEN THE

AGENCY FOR NEW ENGLAND,

—FOR THE—

AMERICAN

IDEAL

BICYCLES AND TRICYCLES.

We recommend the IDEAL as the Best Boys' Wheel, and this year it has Several Improvements and a new and very handsome finish, together with Spade Handles and Cobblestone Saddle.

DESCRIPTION.

Closed head with dust shield—long neck—detachable handle bars—butt ended spokes—adjustable step—parts interchangeable—axles, fine forged steel, very strong—tapered backbone—step rubber covered to prevent slipping—Cobblestone saddle—spade handles—handle bars and break lever are Cowhorn—pedals of best rubber—bright parts nickel-plated, and each supplied with tool bag and wrench.

AMERICAN IDEAL,

WITH SPADE HANDLES.

WITH SPADE HANDLES.

A Finely Made and Finished Wheel.

Diameter of Front Wheel.	Length of Leg, Inside Measure, to Sole of Foot.	PRICE.
30 Inches,	22 Inches,	\$25 00
34 Inches,	24 Inches,	30 00
38 Inches,	27 Inches,	35 00
42 Inches,	29 Inches,	40 00
44 Inches,	30 Inches,	45 00
46 Inches,	31 Inches,	50 00
48 Inches,	32 Inches,	55 00
50 Inches,	33 Inches,	60 00



IDEAL TRICYCLE,
FOR BOYS OR GIRLS.

A Finely Made Machine, and it has met a LARGE DEMAND for Girls' use. Not a Toy, but of the quality of high grade wheels.

PRICE, - - - - 40.00.

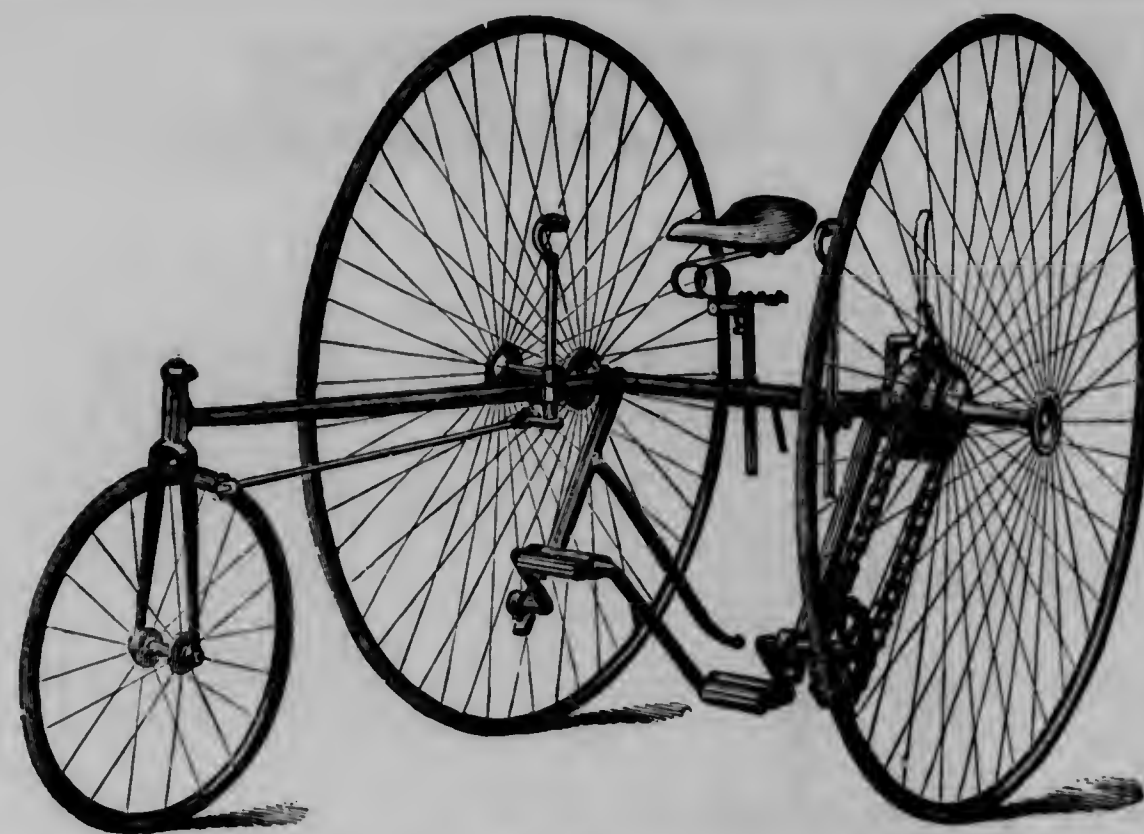
Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.



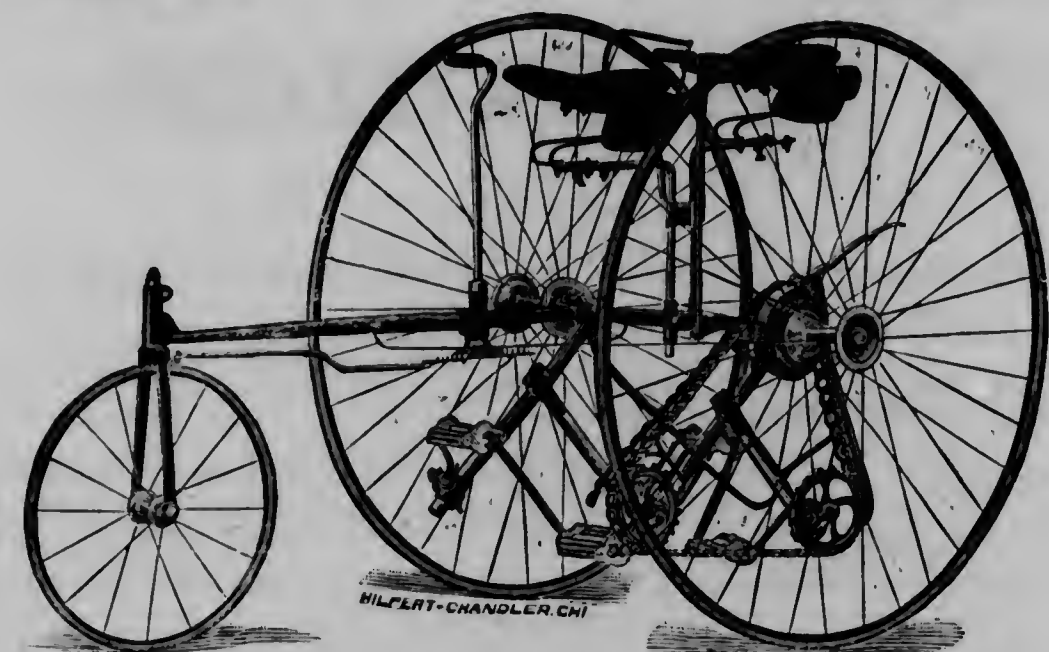
IDEAL TRICYCLE.

(FOR BOY OR GIRL.)

Diameter Drivers.	Price Standard Finish.	Price Full Nickeled.	Weight.	Weight of Crate.
30 inches.	\$40 00	\$55 00	47 lbs.	24 lbs.
34 "	45 00	60 00	51 "	25 "

Ball Bearings to Driving Wheels..... Extra, \$14 00
 " " " Steering Wheel..... 4 00
 " " " Cranks..... 10 00

This really beautiful little machine has received every care and is listed now for its third season with a well-earned reputation of being just what we claimed for it when we introduced it to the cycling public two years ago, and of a quality both in material and manufacture that will compare very favorably with larger and costlier machines.



THE AMERICAN IDEAL TANDEM.

(TWO TRACK.)

Price, Standard Finish, with—	Price, Full Nickeled, with—
30 inch Drivers.....\$65 00	30 inch Drivers.....\$85 00
34 " "..... 70 00	34 " "..... 90 00

If desired with ball bearings to Drivers, extra.....\$14 00
 If " " " " Steering Wheel, extra..... 4 00
 If " " " " Cranks, extra..... 10 00

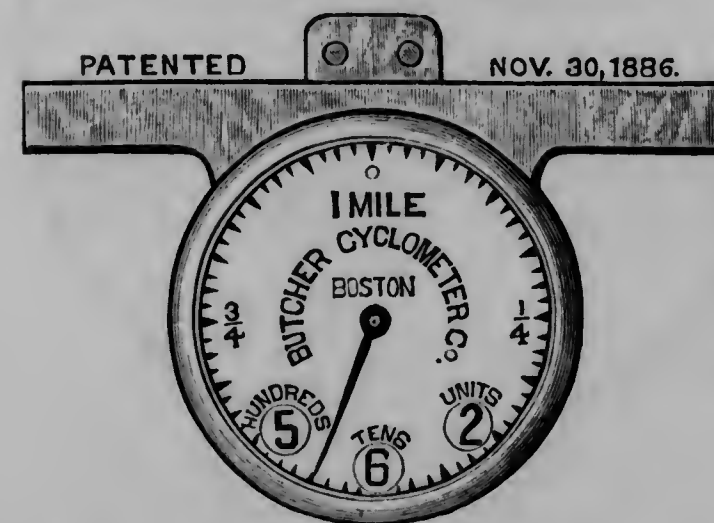
SUNDRIES.

NEW MAIL BALL PEDALS.

Perfection in Pedals. Fit any Wheel. Offered as the Finest Made and Truest Running Pedal in the Market. These should be seen to be appreciated. We are in constant receipt of testimonials in their praise. Made with the greatest nicety throughout. Don't buy without examining this make sure.

Price, \$10.00 Per Pair.

THE BUTCHER CYCLOMETER.

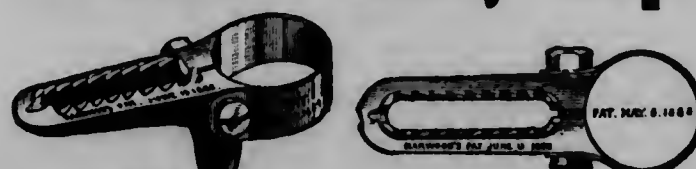


The action of the new Spoke Cyclometer is produced by a sliding rod enclosed in the crossbar at the top. This rod, working, as it does, directly opposite to the centrifugal force of the wheel gains what has been so long sought, a reliable motion without an arm striking the fork. The sliding rod strikes at either end against a buffer, and its motion is so great in length that all possibility of jar affecting it is done away with.

PRICE, \$5.00.

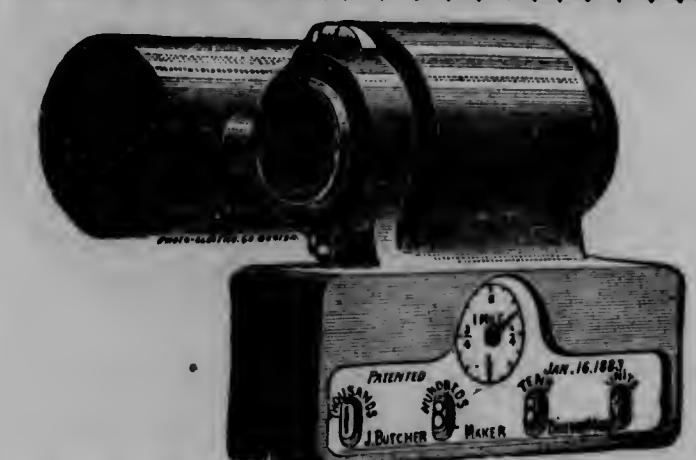
Fine Photograph of New Mail sent on receipt of 10c. in stamps.

HARWOOD'S Detachable Safety Step.



HARWOOD'S SAFETY BICYCLE STEP.
 Fits any Machine. No screw holes on Backbone. By this Improved Step, a firm and positive foothold is secured when mounting or dismounting, and danger of cutting the leg is obviated by the projecting Safety Flange. The edges of the teeth are so beveled that they will not catch or tear the clothing, in case of a misstep or fall. The steps are easily applied, are light and strong, and are an ornament to the Bicycle. Price, \$1.00

The BUTCHER CYCLOMETER



Can be read from the saddle. It registers to 10,000 miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead. In ordering, mention size and make of wheel.

PRICE, \$10.00.

LAKIN CLYCLOMETER.



The Mile Dial is divided into Quarters, Eights, Sixteenths and Thirty-Seconds. At every revolution of the hand on the mile dial, the long hand on the large dial will move forward one figure and thus record each mile.

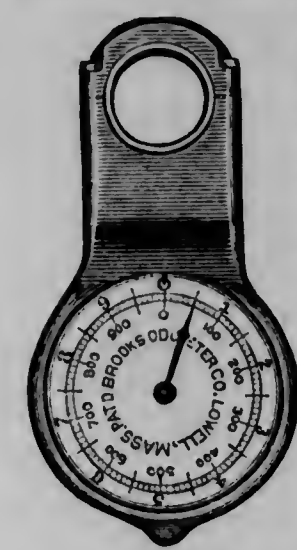
While it requires 50 turns of the mile hand to make one complete revolution of the long hand, it also requires 50 revolutions of the long hand to make one revolution of the short or fifty mile hand, and they all return to zero together.

Price, \$10.00.

New Mail Enamel, 50c., with brush.

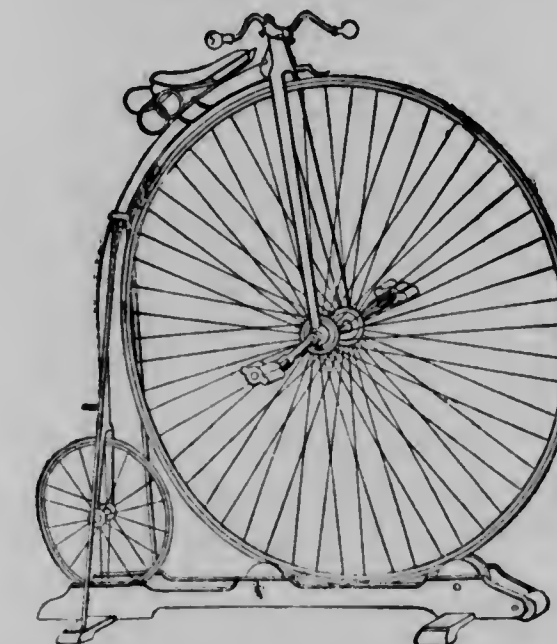
WILLIAM READ & SONS, BOSTON.

Brooks' Ideal Cyclometer. Price \$5.00.



EUREKA HOME TRAINER AND BICYCLE STAND.

Price \$7.50.



Lillibridge Adjustable Saddle.



NEW PATTERN Kirkpatrick Saddle.

Price, \$6.00.

'Perfection' BUFFALO BELL.

Very Popular.

PRICE, \$2.50



Price \$30.00.

NEW MAIL ENAMEL

Every Wheelman should have a Bottle of Enamel for touching up or refinishing his wheel when marred. Dries instantly. Scratches entirely obliterated. Cannot be sent by mail. Price, with Brush, 50 Cts Per Bottle

NEW MAIL ENAMEL.



We think it has been conceded that the ENAMEL on New Mail Machines is the FINEST IN THE MARKET.

A BRILLIANT JET BLACK ENAMEL.

For the first time we offer this in the market, this year, in bottles for wheelmen's use, for refinishing wheels when scratched and marred. Dries instantly.

PRICE, WITH BRUSH, 50 Cts. PER BOTTLE.

By a decision of P. O., Enamel cannot be sent by mail.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

SECOND-HAND WHEELS.

We usually have in stock an assortment of good Second-Hand Bicycles and Tricycles, taken in exchange for other sizes, but serviceable as ever. Such we run off at very low prices, and will gladly describe what we may have on hand at the time, if you will let us know size desired. Below is a list of some now in stock, which we can forward, unless sold before receipt of order:

No.	Size.	NAME OF WHEEL.	FINISH.	BEARINGS.	PEDALS.	CONDITION.	PRICE.
1	48	Expert.	Nickel.	Ball.	Ball.	Fine.	50.00
2	48	Standard.	Enameled.	"	Cone.	"	30.00
3	50	Royal Mail.	"	"	Ball.	"	65.00
4	50	" " Ball-Head.	"	"	"	"	75.00
5	50	Standard.	Nickel.	"	"	"	40.00
6	50	Premier.	Enameled.	"	"	"	35.00
7	51	Royal Mail, Ball-Head.	"	"	"	"	65.00
8	52	Champion.	"	"	"	"	50.00
9	52	"	Nickel.	"	"	"	60.00
10	52	"	Half Nickel.	"	"	"	55.00
11	52	"	Nickel.	"	"	"	60.00
12	52	Expert.	"	"	"	"	65.00
13	54	"	"	"	"	"	65.00
14	54	"	Enameled.	"	"	"	75.00
15	54	Rudge.	Half Nickel.	"	"	"	75.00
16	54	Royal Mail, Ball-Head.	Nickel.	"	"	"	65.00
17	54	" " " "	Enameled.	"	"	"	65.00
18	56	Expert.	Half Nickel.	"	"	"	60.00
19	56	Royal Mail, Ball-Head.	Enameled.	"	"	"	65.00
20	56	Victor.	"	"	"	"	50.00
21	56	"	"	"	"	"	60.00
22	56	Club.	"	"	"	"	50.00
23	58	Rudge.	"	"	"	"	75.00
24	56	New Mail, Ball-Head.	"	"	"	"	\$5.00
25	55	" " " "	"	"	"	"	\$5.00
26	54	" " " "	"	"	"	"	\$5.00
27	53	" " " "	"	"	"	"	\$5.00
28	52	" " " "	"	"	"	"	\$5.00
29	50	Royal Mail.	"	"	"	New, Never used.	75.00 Cost 135.00
30	54	Royal Mail Racer.	"	"	"	"	50.00 Cost 140.00
31	56	New Rapid.	"	"	"	"	\$5.00
32	50	Royal Mail, Ball-Head.	"	"	"	"	\$5.00

Above Mails are great bargains. They all have the Tangent Tied Spokes, and the wheels are as serviceable as new for use—in fact, many scarcely show any riding. Exchanged for different sizes. They will soon be taken up.

SOME OF THE PRINCIPAL AGENCIES FOR THE NEW MAIL.

ST. LOUIS, MO.	E. C. MEACHAM ARMS Co.
CHICAGO, ILLS.	HIBBARD, SPENCER, BARTLETT & Co.
PHILADELPHIA, PA.	E. K. TRYON, JR., & Co.
BROOKLYN, N. Y.	CHARLES SCHWALBACH.
NEW YORK CITY.	PECK & SNYDER.
WASHINGTON, D. C.	H. W. HIGHAM.
SAN FRANCISCO, CAL.	DEVANY, HOPKINS & Co.
PROVIDENCE, R. I.	WHITTEN & Co.
WORCESTER, MASS.	F. W. BARRETT.
SALEM, MASS.	D. EDGAR HUNTER.
DETROIT, MICH.	J. B. FIELD & Co.
INDIANAPOLIS, IND.	H. T. HEARSEY.
BUFFALO, N. Y.	S. G. LE VALLEY.
PORTLAND, ME.	G. L. BAILEY.
CLEVELAND, O.	BRUSH, MOORE & Co.
PITTSBURGH, PA.	J. B. KAERCHER.

Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.



Lord Bury, President N. C. U.—"I have very great pleasure in saying that your 'ROVER' is a very perfect machine."
 THE "ROVER" has set the fashion to the world.—The Cyclist.
 THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
 THE "ROVER" The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
 THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
 THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
 THE "ROVER" On this machine some startling speed rates may be look for.—Bazaar.
 THE "ROVER" Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
 THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
 THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
 THE "ROVER" For night riding its equal would be hard to find.—Bicycling News.
 THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
 THE "ROVER" We have the highest opinion of this machine.—Irish Cyclist.
 THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
 THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
 THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
 THE "ROVER" is quite free from the vice of side-clipping.—C. T. C. Gazette.
 THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
 THE "ROVER" is the best hill climber on the road.—The Presbyterian.
 THE "ROVER" is built on the soundest of principles.—Weekly Budget.
 THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
 THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
 THE "ROVER" continues to merit my warmest confidence.—Health.

THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
 THE "ROVER" on which record was so badly beaten.—The Cyclist.
 THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
 THE "ROVER" attracts a great amount of attention.—Bell's Life.
 THE "ROVER" was, of course, well to the fore.—Land & Water.
 THE "ROVER" is a very excellent machine.—Colonies and India.
 THE "ROVER" runs with remarkable steadiness.—The Bazaar.
 THE "ROVER" We always use a "Rover."—Tricycling Journal.
 THE "ROVER" The 100 mile race was marvellous.—Citizen.
 THE "ROVER" is the fastest and safest machine.—Knowledge.
 THE "ROVER" This machine is *par excellence*.—Knowledge.
 THE "ROVER" presents many features of interest.—Health.
 THE "ROVER" is a splendid hill climber.—Bicycling News.
 THE "ROVER" is a sterling machine.—English Mechanic.
 THE "ROVER" is exceedingly well received.—Ironmonger.
 THE "ROVER" proved to be as fast as predicted.—Field.
 THE "ROVER" is learned in ten minutes.—Irish Cyclist.
 THE "ROVER" now so well known.—Bicycling News.
 THE "ROVER" does not slip sideways.—The Cyclist.
 THE "ROVER" is a perfect beauty.—Cycling Times.
 THE "ROVER" The success of the year.—Bazaar.
 THE "ROVER" A most luxurious vehicle.—Youth.
 THE "ROVER" is a perfect demon.—Wheeling.



STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

Second-Hand Wheels,

Bicycles on Easy Payments.

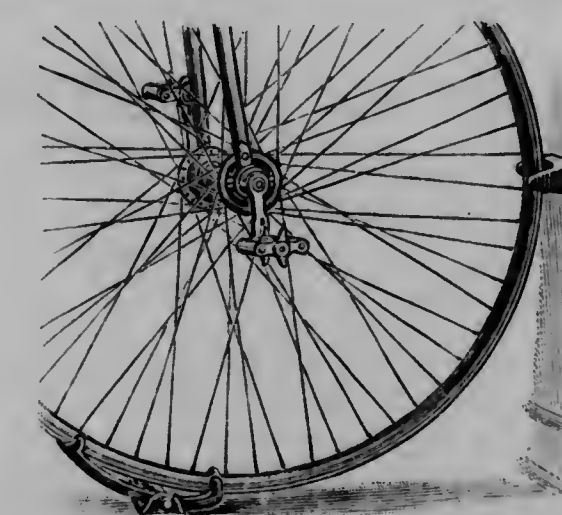
Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

THE BUFFALO BICYCLE STAND
—FOR—
CLUB HOUSES & DEALERS' WAREHOUSES.

Price, 50 cents.
 Buffalo Home Trainer, Price \$30.
 E. N. BOWEN,
 385 Main St., Buffalo, N. Y.
 Mfr. of Accessories. Repairing a Specialty.

BETTER THAN EVER.

PUNNETT'S
JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.
 Club Uniforms a Specialty
 Be sure and write for Samples and Measure Blanks.

PUNNETT,
 Merchant Tailor and Athletic Outfitter,
 ROCHESTER, N. Y.

The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.
 Fully Warranted, only \$5.00.
 SEND FOR CIRCULAR TO
 Brook's Odometer Co., Lowell, Mass.

BICYCLE CLUBS,
FAIR MANAGERS,
AND OTHERS.THE WORLD'S TEAM
—OF—
CHAMPION WHEELMEN,
EVERY MAN A STAR,

IS NOW OPEN FOR ENGAGEMENT to appear on racing tracks the coming fall. The best men of the Old and New World positively belong to this aggregation of CYCLING STARS, now is the time to arrange for the visit of the CYCLING CHAMPIONS of the World to appear on your tracks.

For further particulars address,
 HENRY E. DUCKER,
 848 Niagara St., Buffalo, N. Y.



OUR ATTENTION IS CALLED TO THE COLUMBIA ELLIPTICAL, COLD-DRAWN, SEAMLESS-STEEL, TUBULAR REAR FORKS
USED ON THE EXPERT AND LIGHT ROADSTER.

CATALOGUE FREE.

POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.



FORKS ON COLUMBIAS

GREATEST POSSIBLE RIGIDITY FOR GIVEN
WEIGHT OF METAL.

IN ONLY THREE PIECES.

A RECORD OF NEVER BREAKING OR
TWISTING.

The Rudge Agency

Is continued at its old headquarters,

152 to 158 CONGRESS STREET, - - - BOSTON,

Under the management of

H. M. SABEN.

The factory is now ready with new machines, and specialties for 1888
will be ready next month.

The 1888 Catalogue is now ready, and will be sent on application.
Good Agents Wanted in unoccupied territory.

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 9 MARCH, 1888.

Volume XVI.
Number 19.

1

OVERMAN WHEEL CO., Boston.

Gentlemen: We, the undersigned, can vouch from experience as to the strength and superior running qualities of the "Victor" bicycles. Out of 23 members, we have 22 "Victor" riders. We find it the only wheel that will stand the rough roads and enable us to climb the hills in our rough and hilly country. Yours, etc.,

KENTON WHEEL CLUB.

Covington, Kentucky.

Above appeared in "The Wheel," Feb. 17.

OVERMAN WHEEL COMPANY, Boston, Mass.

Gentlemen: Please find enclosed a letter from —, of —, Ills., together with a press copy of our reply. We have related to them a few facts about the "Victor" Bicycle, and doubt whether or not their opinion will be changed, as some people are so "hard-headed" or stupid that they fail to recognize a good Bike when they see it. A few days since a party of wheelmen were gathered together discussing the various 1888 pattern Bicycles, when one of the party remarked: "— has bought a — wheel," and this remark was followed with something like this from a "Victor" rider, of course: "Poor clump! I tell you boys, I really feel sorry for the fellow who is foolish enough to buy any other Bike than the 'Victor.'"

Your machines are steadily gaining favor both here and across the river in Cincinnati.

We are, yours truly,

KENTON WHEEL CLUB,
Edward C. Toie, Secretary.

2

3

KENTON BICYCLE CLUB, Covington, Ky.

Gentlemen: We note in late bi. papers the O. W. Co.'s ad. to the effect that all of the members of your club, but one, ride Victors, finding them the only suitable wheels for your roads. As it is seldom that an entire club choose the same machine, we would be glad to know whether the testimonial is a genuine one. Sometimes such things get "twisted," you know. We enclose stamped addressed envelope for your reply, and would like to hear from you soon. Yours truly,

—, Ills, Feb. 22d, 1888.

Messrs. —, —, Ill.

Gentlemen: Yours of 22d inst. is received and contents noted. We had supposed that the authenticity of this testimonial would be doubted, but will say that our testimonial, like the wheel we ride, is true in every respect. We have learned to honor the "Victor" Bicycle and its manufacturers from long experience; that is, since that wheel was placed on the market in 1885. Our assertion that it is "the only wheel that will stand our rough roads and enable us to climb all hills in our surrounding country," is plain, unadulterated truth, ascertained after five years' experience with almost every make of wheel ridden in the United States. We have in our club some of the hardest riders in this vicinity, and with rough and hilly roads our "Victors" are given severe tests. Three years ago, five-sixths of the members of the Kenton Wheel Club rode direct spoke wheels, and it is safe to say that had not the tangent spoke wheel come into existence this club surely would have ceased to live, as these wheels were constantly going to pieces; so great is the vibration caused by the rough roads, that it was impossible to keep the spokes tight and prevent the rim of front wheel from forming the familiar shape something like a figure "8." The "Victor" has remedied all these faults; no more loose spokes; no more "buckled" wheels; no longer are we compelled to carry with us a box of tools to be used to keep our wheels in riding condition; its hill climbing and easy running qualities are too well known for further comment. Racing in this vicinity is done on roadster wheels; the condition of tracks will not permit the use of racers; but of 21 local races, 15 were won on "Victors;" racers who ride other makes will never refuse the chance to race on a "Victor;" in fact, in all hill climbing contests and all long distance runs, the "Victor" is preferred. Gentlemen, these are facts; we are not prejudiced; we are not the only "Victor" riders; in Cincinnati to-day nine-tenths of the wheelmen riding other than "Victors," are anxious to dispose of their present mounts, and get the most perfect wheel made. We are glad that you made inquiry of us as to the genuineness of this testimonial, as we can clearly understand how doubtful it may appear for an entire club to choose the same machine; we trust, however, that after having become more familiar with the "Victor," or after having ridden it, that you more fully appreciate its merits. Our intercourse with the Overman Wheel Company has been such as to convince us that they are too honorable to publish bogus testimonials, especially as their mails daily bring them unsolicited words of praise. We would be pleased to hear from you the opinion of the "Victor" in —. We are, respectfully yours,

COVINGTON, Ky., Feb. 28th, 1888.

KENTON WHEEL CLUB,
Edward C. Toie, Sec.

4

NOTE—The wheels in the Kenton Club are all highest grade, tangent spokes, hollow rims, and were not bought because they were cheap. Boys buy cheap wheels—men buy good wheels.

ONE WAY TO DETECT APES—WATCH THEM COPY THE VICTOR ADVERTISING.
Send to OVERMAN WHEEL CO. for New Catalog. - - - BOSTON.

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Write for Our 1888 Catalogue.

New Rapid Roadster, New Rapid Light Roadster, New Rapid Safety,

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycles, No. 14, for Ladies and Light Gentlemen,

Quadrant Tricycles, No. 15. Two Ladies can ride.

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

KING OF THE ROAD LAMPS,

and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—50-inch Columbia Light Roadster, standard finish, ball bearings all around, cowhorn handle bars, Kirkpatrick saddle; in first-class condition. For particulars address P. O. Box 2181, Ithaca, N. Y.

VERY CHEAP. Very Cheap—One 42-inch Facile, nearly new, latest pattern. One 42-inch Special Facile in first-class condition. Best offer accepted. For particulars write to CHARLES REED, Abington, Mass.

FOR SALE—Quadrant Tandem Tricycle, 1886 pattern, first-class condition. Call or address R. W. SOUTHWELL, 1 Dexter Row, Charlestown.

FOR SALE—58-in. "Expert;" Ball Bearings all over; drooped handles, lamp and bell; in good condition; guaranteed; best offer over \$70 takes it. Address G. T. L., 30 North 3rd St., Philadelphia, Pa.

FOR SALE—52-inch American Light Champion, with extra heavy spokes in rear wheel, 1887 pattern. Been ridden only 4 months. \$50.00 spot cash takes it. A. J. CUSSON, 1318 N. Jefferson street, Bay City, Mich.

FOR SALE—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.

FOR SALE—Rudge Bicycleette, new last June, fine order, spade handles, Townsend saddle, lamp; will sell at a bargain. Address ISAAC KNOWLDEN, 12 Warren St., New York.

FOR SALE—A Marlboro Club Tandem; new last season; in first class condition. G. J. McARTHUR, 23 Union St., Boston.

FOR SALE—56-inch Expert Columbia bicycle, full nickel, balls all round, Kirkpatrick saddle, Hill & Tolman bell, late pattern, little used, first-class condition; cost \$150.50; will sell for \$100 cash. Address W. M. FERGUSON, Jefferson, Iowa.

FACILE—42-inch (ordinary 52), lamp, cyclometer, cowhorn handles, light weight, good condition, for sale or exchange (with cash), for good tandem; positive bargain to buyer before season opens. Address CASH, 398 Madison St., Brooklyn, N. Y.

FOR SALE—Marlboro Club Tandem, \$125. 587 Photo. Outfit (cost \$80), \$60. Send stamp for particulars. H. R. BRYAN, Hudson, N. Y.

FOR SALE—51-inch Light Rudge, two-thirds nickel, made to order; good as new; cheap. Address D. G. B., 611 W. Market st., Louisville, Ky.



SPECIAL.

All Advertisements in this Department 20 cents a line.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

PHOTOGRAPHS of noted wheelmen; send for circulars to FRANK H. ROBERTS, Collinsville, Ill.

DON'T BUY A BICYCLE until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

LAMSON'S LUGGAGE CARRIER, the cheap, best, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



Price \$1.00.
HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.

BICYCLES. Everything in new and second hand.
JOHN WILKINSON CO.,
55 State St., Chicago, Ill.
Send stamp for list.

WE COVER THE GROUND.
Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.
20 Different styles, 20
Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.
THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,
100 Sudbury St., Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

C. W. SPINNEY, Fitchburg, Mass.



SECOND-HAND GUNS AND REVOLVERS TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

This Should also Interest You.

I have just received my first consignment of the **VOLUNTEER COLUMBIA**, and am pleased to be able to offer my customers so good a bicycle at so reasonable a price. A 50-inch with all improvements, \$100.00.

Old riders will, of course, prefer the Expert or Light Roadster, but those who want a first-class wheel and have only a limited sum of money to expend, should examine The Volunteer. There seems to be a big demand for Cyclometers and Lamps this Spring, and I am carrying a complete stock of all leading makes, as well as all little odds and ends incident to a cyclist's outfit.

My store will be open evenings after April 1st.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.

THE FAMOUS CUSTOM-MADE PLYMOUTH ROCK \$3 PANTS.

Full Suits and Overcoats at Proportionate Prices.
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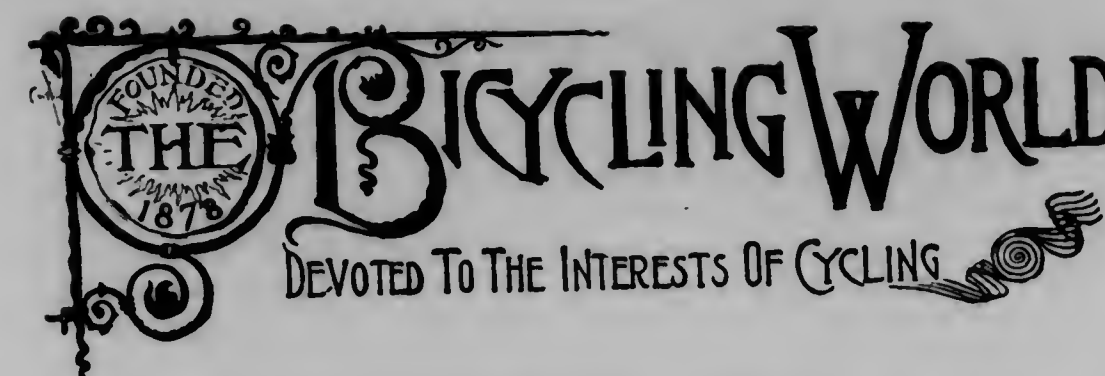
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EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 9 MARCH, 1888.

LEAGUE matters place us in the position where we have again to apologize for the crowding out of matter. We shall have to provide for a supplement next week, unless we can see our way clear to getting even in our regular space once more. We are scarcely on our feet as yet, but we will soon steady down into our regular swing, and all we ask is a little patience, kind sirs.

A GOOD tale reaches us via the *C. T. C. Gazette*. An Irish member of that vast organization left the Emerald Isle and went to Canada. At Montreal £6 customs duties were demanded on his cycle. He refused to pay, but now asserts that after some discussion and the production of card of membership in the C. T. C., his machine was delivered on payment of the reduced sum of 26 shillings. This is an admirable certificate of the intelligence of Canadian customs officials. Pretty soon we shall expect to hear that one can pay his hotel bills and square his tailor by "producing" his C. T. C. certificate of membership.

WE are constantly being asked by our readers what wheel we consider the "best," and wherein the superiority of such and such a type obtains over that of another. At the present moment we have no less than five letters from different sections of the country propounding this conundrum in various forms. Some eight weeks ago we published an article on the future of the ordinary and the rear-driving safety, which we think is applicable to those who desire to be enlightened as to which is the "best" cycle to ride? Tastes differ, circumstances alter cases, and what for one man is the correct thing, for another would be entirely out of place. These may be glittering generalities, and we intend that they should be. One thing we are certain of, and that is, because we, for instance, find a certain mount to meet our requirements much better than any other, it is no reason that our next door neighbor, after a good trial, should come to the same conclusion as ourselves. There are men who have tried both lever and rotary

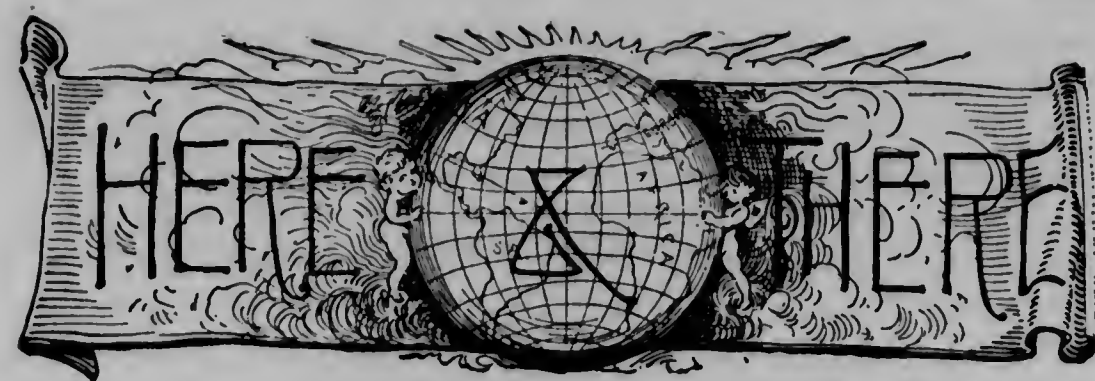
motion, and have discarded the former as worthless, there are also riders of equally good judgment and experience who aver that the rotary method of driving is one that wastes good power, and so on! Witness the savage war now going on between those who believe in the merits of the rear-driver and those who say the ordinary is the only machine to ride! What do we learn from this class of adverse opinion and criticism? On our part we learn the lesson that every man must choose for himself, and that the man who puts his judgment of the very best machine for all riders down as infallible can be written down as an egotist, if we do not call him something even less complimentary. A certain machine may suit us to perfection, but we are not the whole world. It is our business to edit a paper, give careful information, and let our readers make their own choice. It is not our mission to pose as infallible in our judgment as to "which is the best machine made!"

NOT infrequently we note in various papers descriptions of or references to steam and electric road carriages. Of course the ardent wheelman would shun any power other than his own muscular legs, but we would welcome the introduction of a practicable and successful artificially propelled vehicle for highways. This is not because we are lazy or indifferent to the pleasures and benefits of *bona fide* cycling, but because any thing which will induce the public to use and depend upon the highways will improve them. All other considerations are insignificant compared to the improvement of our roads. Give us smooth highways, and all other cycling desires will be easily obtained.

THE L. A. W. Officers' meeting, held in New York City last Monday, will go on record as being one of the important, and yet withal the most harmonious in the history of the League. We give in full the report of this meeting, and we earnestly bespeak the careful attention of every League member to the reports contained therein, and especially do we ask for a careful perusal of the proposed constitution. This, it will be seen, provides for a system of government founded on the peculiarly American plan of State rights. Each Division will have the power to formulate laws, assess dues, and otherwise conduct its business on an independent plan providing such rules and laws in no way conflict with the constitution of the parent body. We desire to make plain one clause that may mislead some of our readers. We mean the clause, Article IV, Section 2, referring to League club representation. This club representation only applies to the Division in which the League club is located. These representatives have no voice in the national councils, their powers are limited entirely to their State Division affairs. We make this explanation as we are aware that a false notion has gotten abroad as to the status of such representatives.

We also desire to congratulate the League and the State of Pennsylvania that the unfortunate Wells affair was so quietly disposed of. This adjustment of what promised to be a very disagreeable piece of business is due to forbearance and consideration shown by both sides. The financial affairs of the League for the past year have not been of the most satisfactory, but the future certainly assumes a very roscate hue. As to membership, the year opens full of promise, and with a larger list than at the beginning of the past year. It is a significant fact, and one that speaks well for the committee that have had the re-organization scheme in hand, that none but words of approval have so far been heard in commenting on the plans proposed or the schemes already carried out.

MR. F. P. PRIAL writes us that owing to the affairs of the Cycling Publishing Company being in litigation, and a satisfactory renewal of his lease of the *Wheel* impossible, he will henceforth cease to publish or have any connection with the *Wheel* or the Cycling Publishing Co. On last Friday, March 2d, he published the first number of a new cycling weekly, entitled the *Wheel and Cycle Trade Review*, of which he will be editor and proprietor.



"GENTLEMAN JOHN." IMPRESSIONS.

THE Ripley Road is perhaps the most noted road in connection with cycling in all Merrie England. It was down this road last Sunday that I (the guest of Mr. Harry J. Swindleley of the *Cyclist*) rode with that gentleman on the front seat of one of Fred Cooper's tandems. I said "it was down that road;" well it was hardly that, for we journeyed from Kensington to the "Angel" at Ripley, which is at the extremity of the famous scorching ground, from the "Angel" at Ditton to the "Anchor" (at some other place, I forget the name.) Despite the muddy roads we made fair progress, following the tracks of a tandem which had gone before, driven by the bellicose Charlie Liles and the pacific Ion Poole. Past Jack Keen's place at Surbiton we journeyed, and soon pulled up at the "Angel," where a goodly number of cyclists were eating a species of yellow *blanc mange* (known as "Angel Pudding"), after having eaten of the famous roast beef for which the "Angel" is famous the *little* cycling world over. After we had partaken of some "tangle foot," we dined, and dined well. So well, indeed, that many were the complaints that were made about the tightness of waistbands, etc. After registering our illustrious names in the "Angel" register, as a special observance of the Sabbath, the day which has been set aside as a day of recreation, we pitched pennies at a clothes pin on the lawn with Tom Moore, of *Land and Water*, and others, with varying success. This innocent recreation over, the tandem was again mounted, and in company with Messrs. Liles and Poole we wheeled home, calling on the way on Fred Cooper, who was laid up with a sprained foot. After drinking Mr. Cooper's health (and our own) we again sped off back to Kensington with the Liles-Poole combination setting a very decent pace, considering the muddy roads.

At the "Angel" that day were some men of note, among which might be mentioned C. W. Nairn of *Wheeling*, a Mr. Language, known to his confreres of the North Road Club as "John, the Baptist," from his habit of wearing a camel's hair garment, and riding in all kinds of weather, and others of the Ripley Road Club. It is said that Mr. Charles Liles is the author of the above name. On the way, the tandems, tricycles and safeties were passed in good numbers, but scarce an ordinary. It is almost bad form over here to ride an ordinary bicycle, and they may be bought cheap. The safety seems to have come to stay, and has taken a strong hold upon the wheel public. The tricycles are nearly all of the Crippler type with equal sized driving wheels, though some believe in the Humber type with long trailing back bone and a larger wheel than was at one time thought proper for use on that type of wheel. Those who have ridden this form of trike, aver that by use of the longer trailer and larger back wheel that the vibration is very much diminished, the liability to slip or skid is greatly lessened, and the steering is very much easier. There are those who claim that the Humber type is far superior to the Crippler, and some of them are not the slowest riders, by any means; but the Crippler is quite good enough for the great majority. Automatic steering has largely gone out. Several firms are building ordinary bicycles on what (in their alleged wisdom) they are pleased to call *rational lines*, that is, with an infernal amount of rake, and a very large back wheel. But though they may feel safe and comfortable, are not speedy and appearance is sacrificed very considerably?

STARLEY & SUTTON are building a safety with 36-inch front and 30-inch rear wheels, said to be both fast and comfortable. But that is what is claimed for nearly every type or make of machine under the sun, and which, as you know, means often very much or very little.

A FEW days ago I was entertained by Messrs. Low and McCandlish, of *Wheeling*, at their editorial sanctum. Several ladies graced the sanctum with their presence. The evening was spent in a delightfully informal manner, and tea was served "*a la Wheeling, one Penny*." The office boy was roused from his wonted lethargy and made several foraging trips in the neighborhood, which contributed in large measure to the success of the evening's entertainment.

I HAVE been elected to honorary membership in the Ripley Road Club, and shall fill the position of Club Liar with my usual eclat and sang froid.

THE tricks of the professional are sometimes dark, and his ways past finding out. A story is told of a "pro," who visited the Stanley Show and added much to his store of cycles and accessories thereby. "Give me one of these, or a couple of those," he would say, and "I'll write you out a testimonial." The man in charge of the exhibit would look at the proffered visiting card and would generally succumb to the "monumental gall" of the "pro." Having received the goods, the "pro" would write: "I have used your 'stove polish,' 'vaseline,' 'eau de cologne,' 'soothing syrup,' 'ball pedals,' 'tooth brushes,' 'enameline,' 'handle bars,' 'lamps,' 'Cherry Blossom,' 'Pear's soap,' etc., etc. (as the case might be), in all my races, and they have given such unqualified satisfaction that I have determined never to use any others. (Provided, of course, that he gets them for nothing.) This testimonial is given of my own accord, and simply out of gratitude for the value of your goods. (N. B.) You may publish this letter if you see fit. I am yours truly, J. Swindledeath, Champion Record Faker of the Fiji Islands

The testimonial is not unlike that of the tramp who wrote the following eulogy of Pear's soap, with which he had, he stated, scrubbed his countenance in the long ago: "I used your soap ten years ago, and have not used any other since."

I TRIED a safety on the snow for twenty-two miles the other day, and it answered very well, although the snow made riding heavy. It was like riding in sand, and once in a while the wheels slipped. The good folk of Peebles were astonished beyond measure to see me riding into town from Edinburgh on a "Referee" safety with lamp lit, a few nights ago. But I shall not do it again. I am not proud, and a hard and dry road is quite good enough for an easily satisfied fellow like myself. But the safety is undoubtedly *the* wheel. I shall not again ride an ordinary, as the safety is faster, safer and more comfortable. It is better than a trike on the hills, and more convenient in every way. The great thing is to get the bearings properly braced. I have a little machine with a diamond frame, that is as light and strong as anything I have seen, and it scales under 32 pounds, with saddle, pedals and brake. With a racing saddle and rat trap it weighs but 28 pounds, and is not a racer either, but would do very well for the path. As far as I have seen, there is not a spring fork on this side that compares for effectiveness with that of the Victor safety. I made a special hunt during the Stanley Show, and the above is gospel truth.

PITTSBURG and VICINITY. "DUQUESNE."

ONE would think that the local cycling scribe would furnish the local news, but "Duquesne" admits that he was scooped on a bit of Pittsburgh news by "England Pride," the *Bicycling News*. In a late issue it comments on W. A. Rowe and his prospects, then appends a biographical account of "Billy," in which it underestimates his weight about twenty-five pounds, and says he won a one-mile open in *Pittsburg* in 2:57 in the year 1885. This is news to me. I have been skirmishing round for items all winter, but failed to catch that one. Pardee won all the open events here in 1885. Ye Gods! Was Rowe here under an alias?

STOUT, the Star trick rider, is "showing" out at the Western Pennsylvania Institution for the Deaf and Dumb. He gave an exhibition at the riding school, which was much enjoyed by the riders present.

BANKER is in better shape now than ever before, and it is his intention to show Wilhelm his rear wheel this year. There is one thing sure, Wilhelm will have to work to beat him, and if they meet in the five-mile State championship this year, it will be a race and not a procession, like last year, with the tail end so far behind that it was in front. Banker has put in some good licks at the Y. M. C. A. gymnasium, and we will see what we will see.

It is rumored that F. L. Clark, President of the S. V. W., is in training, and expects to win the one-mile novice at our first tournament. I would advise him to cable for the eleven-pound "James" racer, which was on exhibition at the Stanley Show. Either he or it would go.

W. C. COFFIN of the A. C.s has relinquished the safety and will shove an ordinary this season. He had trouble with his pedals striking curbs and stones which resulted in bending pedal pins and cranks, otherwise he was pleased with the safety, but being an expert crank rider, he preferred straight cranks to safety and bent cranks. I believe Mr. Coffin is the only one who has given the safety a thorough trial and forsaken it.

CHICAGO.

"THE MULE."

THE coming season will find cycling in Chicago ten times more popular than ever before. This is, I know, an everyday assertion, but in this instance there are solid facts behind it. Three years ago we had but one lively cycling agency in the city; now we have a dozen or more, all willing to go to any reasonable trouble and expense to extend the popularity of the wheel. Our clubs, too, have multiplied and grown rapidly. The Chicago, formerly the only club here, still exists, and gives promise of blossoming forth again in some of its former glory. The Lincolns, formed only eight months ago, has nearly one hundred members; the Owls, the most successful club last season, is as strong as ever; the Hermes, Illinois, and other clubs all report business brisk and applications for membership plentiful. Chicago, therefore, expects to find herself somebody in the wheeling world this year.

FOR a great deal of this prosperity, Bob Garden, Ned Oliver, and Charley Leig are responsible; for aside from the interest they take in the sport, their pocket-books are interested. Garden came here to take the place of the late Major Durell, and before a month passed became a favorite. The consequence is, that he, who months ago was unknown, now figures, as referee here, and chairman there, so that no event can possibly occur without him. As to Oliver, the old New Yorkers who knew him, as one of the proprietors of the *Wheel*, would hardly recognize him now. Prosperity smiles upon him, and a double chin would be observed, but for his luxuriant beard. Many of the old timers have retired. J. O. Blake, for example, takes very little active interest in the sport. But their places have been taken by a more enthusiastic crowd, who intend to make things boom still more.

PHIL HAMMEL, who has a rather harsh experience with the Racing Board of the League, has applied for membership of the Owls, and will be admitted. There are prospects of a road race in the near future, between Hammel and a popular amateur, the latter, of course, taking advantage of the League's refusal to recognize road racing.

TOM ROE, the man who was fortunate enough to have nearly a quarter of a million of dollars left him, and is unfortunate enough not to know what to do with it, has arranged a race between Gus Kluge and H. Fulton, the latter being under the wing of Surbridge, the Victor agent. It was to have occurred Saturday, but a morning paper has been giving all hands its opinion in such strong language that it has been postponed indefinitely. In consequence of the late Minneapolis fiasco, everything with which Roe is connected is regarded with suspicion, but it is tolerably certain he has been more sinned against than sinning. His principal fault lies in allowing himself to become the prey of a flock of vultures.

JACK PRINCE was here during the week, and spoke in an enthusiastic way of cycling in Omaha. He considers the half-mile track there second only to Springfield.

THERE is a prospect of a little racing this summer, but it will be arranged principally by our two big athletic clubs. We have two tracks already, and another will be commenced shortly.

PHIL HAMMEL is anxious to arrange a race with Percy Stone, any distance, and for any reasonable amount, and will race either here or in St. Louis. A challenge will probably be issued next week.

SURBRIDGE has moved into new quarters on Wabash Ave. The Columbia, Springfield roadster and Victor agencies are now all in a bunch.

THE clubs promise to furnish an abundance of news this season, and I hope to furnish sufficient to render the Chicago gossip fairly interesting.

BUFFALO.

"MERCURY."

READERS of the BICYCLING WORLD, I salute you. I most humbly beg of you to bear with me on my first appearance as a contributor to this valuable little paper. "Gentleman John," "Ratchet," "Lancelot," "Linneus," "Duquesne," and other contributors, let me grasp your hands in good fellowship, and should you ever visit Buffalo give me a call. Come when the big tournament is held this summer.

In your issue of February 3d I saw an item concerning the Ramblers of this city, which states that they intend giving a carnival under the guidance of Mr. Ducker. The fact is, Mr. Ducker put such a proposition before the club at a special meeting held for that purpose. It was discussed at some length, but was finally dropped

on account of the season being too far advanced to make it successful. Ducker claims it requires from two to three months in which to work it up. His offer holds good yet, and the club hope to take it up and push it for all it is worth to make it a success.

I NOTICE Gideon Haynes is to go on the road for W. B. Everett & Co. We are interested in his welfare as he was formerly a Buffalo wheelman; in fact, was President of the Ramblers for a time. I believe I voice the sentiments of all his Buffalo friends in wishing him a most successful career.

RETLAW wrote a very good article on club management, but he fails to supply a long felt want, the management of "Kickers." What club is so unfortunate as not to be the happy (?) possessor of three or four of these interesting individuals. They generally show themselves just after the election of officers of the club. Now, I don't mean to insinuate that they are disappointed on account of not being elected to some office, oh, no, but, gentle reader, can you tell me the why and wherefore? Retlaw, let us hear from you.

NEW JERSEY NOTES.

"RATCHET."

THE bill which is soon to be presented to the Legislature of this State, to give cycles the same rights as are accorded to other wheeled vehicles on the roads, is not receiving as much attention from wheelmen as it should—at least not in this section of the State. Cases of "road hogism" are few and far between in this section, and for that reason it seems difficult to convince the riders here that matters are not the same all over the State. Here we have all the privileges needed; but in "South Jersey" it's the reverse, as wheelmen as a rule are treated by drivers (not only farmers and laborers, but by the so-called "upper-tendom" as well) as though wheelmen had no right to live, let alone to ride. The legislators from South Jersey have stated that they will "kill the bill," and for this reason those from this section should be "cocked and primed" to work for its passage.

THE East Orange Township Committee, at its meeting last week, appropriated \$12,000 to be used on repairing and improving its roads. This means a few more streets of macadam.

THE prospects are that the cycling track of Bergen Point Athletic Club will receive a good share of patronage from members of clubs within easy reach.

THE Passaic County Wheeling and Athletic Association will soon begin the erecting of a \$3,000 club house at Passaic. The Association has over one hundred members. The initiation fee is \$10.

IT is pleasant to hear the words of gratification expressed by local members of the L. A. W. at the resumption of the League organship by the BICYCLING WORLD. If I had time and space I could quote you many such pleasant expressions.

LONG ISLAND NOTES. "WING-FOOT."

A LIST of prices at Hulet's Hotel, Hempstead, from one of the fraternity at that place, would be interesting to the rest of us. The Garden City Hotel management refuses to reduce prices below their present exorbitant rate of \$1.25 for dinner, 75 cents for lunch, \$3.00 for supper, lodging and breakfast, and the Stewart Arms is scarcely more favorable. A great deal is said of *good* hotels. I'd like to wager that I can name one that will break the record for general poorness. For first place I pick out the Jericho Hotel, and anybody who has been so unfortunate as to have been caught there over night will bear out what I say. Here, as is the case everywhere on the Island away from potent, civilizing influence of the summer boarder, there seems to prevail a chronic state of ignorance and blindness to improvement, all the more remarkable because of the proximity of the metropolis. Time and the wheel will cure this, I hope.

To the wheelmen, one of the pleasantest features of hotel apertures on the South side, where lakes are so frequent and water so plentiful, is the plunge bath. The idea makes one shiver these days, but in the heat of a July day, what could be more invigorating than a stop at Stellenwerf's for an "all over" bath in cool lake water, when on the way to Patchogue.

THE Ilderans of Brooklyn have decided to consolidate with the Brooklyn B. Club, the latter practically absorbing the former. The Brooklyn are rapidly recruiting, and should have close to one hundred and fifty members by the opening of the riding season. Five of this club enjoyed (?) a little spin down to Coney Island and back on Sunday morning, returning with various momentos with which they decorated the club house. These included a ship's

hawser, sugar-scoop, clam-shells, a Christmas tree in parts, and the O'Leary belt, the latter having been presented to the beauty of the club, by Pa Neptune, in appreciation of his temerity, the thermometer being about 15 degrees above, and the wind blowing at 25 miles per hour.

THE Huntington Bicycle Club has changed its name to the "Huntington Bicycle Social Club," and has rented a commodious club-room, having taken in about thirty new members. The officers of the new club are Douglas Conklin, President; Geo. M. Tilston, Vice President; H. F. Rogers, Secretary and Treasurer; and Dr. Turner, Surgeon. For natural scenery, I consider the views about Huntington and Cold Spring unequalled on the Island.

It seems queer that with the daily example of so many visiting wheelmen before them, there should be so few cyclers on the South Side. The natural advantages are all in their favor, yet I know of but two between Hempstead and Patchogue, and one of these is the newsman at Bay Shore.

NEWS

AND COMMENT.

HARRY COREY has stopped making records on the path, but for a railroad record we think the following will certainly stand. He writes: "I had an engagement last Sunday in Boston, but Saturday night found me in Syracuse, and an engagement ahead of me in Philadelphia for 9 A. M. Monday. How to leave Syracuse Saturday night, be in Boston on Sunday and Philadelphia on Monday at 9 A. M. was a puzzler, but while thinking the matter over in the railroad station in Syracuse at 9 P. M., the Boston express came through and after a hasty calculation I jumped on board and went to bed. Woke up in Boston Sunday morning, went to church, had a talk with our Secretary (E. W. Pope), spent a mighty pleasant afternoon, and took the 6.30 Sunday night for Philadelphia, arriving at 7 o'clock Monday morning."

MR. H. B. HART of Philadelphia made us a pleasant call last Tuesday.

Rowe is credited by the English papers with placing Crocker at the head of the American professionals left in this country.

THERE were nine hundred visitors to the Pennsylvania Bicycle Club house in Philadelphia, on Washington's Birthday. We think this must be the biggest on record.

W. S. DOANE is back from the West on business. He may go back out West again, or he may stay East in the interests of the concern he expects to be with this season.

OUR friend, the *Item's* deduction that because the percentage of gain made in the League is only 18 per cent. for 1887, as against 101 per cent. and 92 per cent., that something must have been out is not quite just. It must be remembered that in 1885 and 1886 a comparatively small proportion of riders were League members, while now the percentage is much larger, it necessarily follows that the percentage of increase must be lower because the material outside the national organization is less in numbers.

WE have been in personal communication with Mr. Wells of Philadelphia and Mr. Shurman of Lynn in regard to a hill-climbing contest on Corey Hill. It is agreed between them that each contestant shall start alone, and as this was a concession on Mr. Shurman's part, he asks that Mr. Wells make the first attempt. July 14 is the date preferred by Mr. Shurman. In all probability Mr. Shurman will be in Philadelphia during the next month, and articles of agreement will no doubt be entered into by the Philadelphia and the Lynn gentlemen. Mr. Wells has announced his intention of tackling Corey Hill next July, match or no match.

WE beg the Philadelphia *Item's* pardon for overlooking the announcement made by the *Item*, that the WORLD had been appointed official organ. We also beg to make the *amende honorable*, for our hasty works caused by our error in not noting the *Item's* news on the subject. The *Item* returns good for evil as follows: "The BICYCLING WORLD above all the existing cycling periodicals deserved to get the official organship of American National Cycling Association, and that it did get it was noted in the *Item*, but the WORLD was presumably so happy that it passed over what it evidently was looking for. It is all right friend WORLD, Philadelphia wishes you a longer lease of life than the *Bulletin* was fated to have."

KARL KRON is at work again, and he now has his little pile of newspaper criticisms on his book "Ten thousand miles on a bicycle," ready to fire off at any one who ventures to send him a one-cent stamp. This compilation of criticisms fills no less than 123 pages regular pamphlet size, and it is, so to speak, the son of

its father, the great X miles." We have one or two communications from K. K., on the above and kindred subjects, which shall see the light of day through our columns at any early day.

To those who want to buy or to sell a second-hand bicycle we commend our "For Sale and Exchange" column. Now is the time to sell second-hand machines.

THE Lynn Cycle Track will be kept in good shape during the coming season. Mr. Murphy, the present proprietor, asserts that the present surface will not be disturbed.

THERE is some faint chance that the American team, together with a "European attachment" of the best they have over there, will visit this country this fall. If war in Europe breaks out it will rather knock the Senator's plans for a Continental campaign.

MR. SAM'L T. CLARK, of the Clark Cycle Co., of Baltimore, has just returned from a very successful trip abroad. This firm will push with increasing vigor the interests of the New Rapid cycles and the Quadrant tricycle. We shall hope to hear from the firm in regard to any specialties that they may have to present to the public.

Rowe and Howell will ride three races for \$500 a side,—a one, five, and ten mile race. The winning of two out of three to take the stakes. The first race, five miles, to be run off at the Belgrave-road Grounds, Leicester, on Saturday, April 14. To be on the mark at 4.30 in the afternoon. The second match (one mile) to be run off at Wolverhampton on April 28, and the ten-mile match at Coventry on Saturday, May 12. To be on the mark for the mile match at 3 o'clock in the afternoon, and for ten mile match at 5 o'clock in the afternoon.

THE cowboys and the cyclists will have another go at each other. The parties agree to contest a six-day, eight-hour-per-day race at Royal Agricultural Hall, London, commencing March 19, and ending March 24. The race to be for a purse of £250. The cowboys to use an unlimited number of mustangs, and to have use of the outside track, and the bicyclists the inside raised track. The cowboys to change at will, and the bicyclists each thirty minutes. Each side to be allowed the use of an extra man in case of accidents only.

A LEAGUE member from Washington writes us as follows: "Answering your criticisms in a recent issue of the B. WORLD, are not your remarks on the unsuitability of the two-wheeled machine for ladies on a par with the generally conceived impression that to ride a bicycle a lady had to straddle it? Can any style of bicycle throw as much mud as a tricycle, surrounded top and bottom as one necessarily is with the three or four wheels? We have used the ladies' bicycle, we fear you have not, and we know it much cleaner than any tricycle can be; and as to whether ladies will ride them, you should come to Washington and see with what zeal they are doing it, mud or no mud."

REV. WM. JOHNSON is the only clergyman in St. Louis who rides a wheel. Let us hope that his example will cause more of the brain-worked St. Louis gentlemen of the cloth to take to the cycle as an annihilator of time and an enemy to dyspepsia. Speaking of the reasons why clergymen do not cycle more generally, Mr. Johnson sensibly says: "Probably clergymen imagine that they will lose in dignity. Let me say that is a mistake. I do not think that there is a clergyman who will say that he has dropped a single inch in the estimation of any person whose opinion is worth having. They have lost nothing, and on the contrary have gained health, renewed youth and happiness."

A SURPRISE PARTY.

Having received a most cordial invitation to be present at a surprise party to be given at Amaranth Hall, Wellington, Mass.; we found ourselves on the train bound for that pretty suburban retreat at 6.25 P. M., last Saturday. The "surprised," if we may be permitted to coin a fitting word, was Mr. Charles Hopkins, of Wellington, and the "surprisers" (again a liberty with the English language) were the members of the Ladies' North Shore Tour of 1887 and a few of their friends. During the interval between our arrival and the appearance of Mr. Hopkins, those inclined tripped the light fantastic. On the arrival of the beneficiary and after hand-shaking all round a most enjoyable impromptu entertainment was given. Music, both vocal and instrumental, recitations, and fancy dancing went to make up a most excellent entertainment. Miss Carrie Hayden danced one of the Spanish national dances in an exceedingly graceful manner, and then this versatile young lady impersonated Topsy in a way that showed unbounded talent. Mrs. Ober gave a humorous recitation of how a woman applied for a

Not So Simple But Fact.

Marion, Ind., Feb. 22d, 1888.

Gormully & Jeffery Mfg. Co., Chicago, Ill.

DEAR SIR:—

We have a Club membership of 32 riders of which 31 ride the AMERICAN wheel and we are well satisfied with our choice. Yours Respectfully, M. B. Edmiston, Captain; Natl. D. Elliott, President; D. W. Wallace, Lieutenant, Fred Willson, Sec. and Treas., Marion Ramblers.

FLATONIA, Texas, Oct. 1st, 1887.

Messrs. Gormully & Jeffery Mfg. Co., Chicago, Ill.

Dear Sirs—Do not read this unless you want to see how we appreciate your wheels. After 3 years' use we are satisfied to ride nothing else but G. & J. Wheels within 50 miles of here. Our town club has 12 bicycles, and every wheel is your make." Yours truly,

FLATONIA BICYCLE CLUB, Flatonia, Texas.

Most complete Catalogue in the trade, 64 pages, on application.

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Largest American Manufacturers of Cycles and Sundries.

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FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

"APOLLO LIGHT ROADSTER." 50-inch, \$130.
Highest grade Wheel made; Ball Head; Spade Handles; Detachable Bar.
"CHALLENGE" ROADSTER. 50-inch, \$100.
The best machine ever built for the money, including Spade Handles and Detachable Bar.
"CHALLENGE" ROADSTER NO. 2. 50-inch, \$75.
A thoroughly good roadster bicycle, with coned rubber pedals.
THE "SINGER" SAFETY. \$135.
Fast; safe; a great hill climber and coaster.
"MINIATURE" SAFETY. \$60.
For riders of from 8 to 16 years of age. 24-inch wheels, 5-8 inch tires; adjustable coned bearings.
"MINIATURE" TRICYCLE. \$70.
30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

"S. S. S." TRICYCLES.

No. 1. For Gentlemen.....\$175
No. 2. For Ladies or Gentlemen.....175
(The above furnished with "Singer's Patent Axle and Bridge.")
No. 3. For Ladies or Gentlemen.....160

SPECIAL "S. S. S." TRICYCLE. \$185.

30-inch side wheel; 28-inch front wheel. Convertible for Lady or Gentleman.

"S. S. S." TANDEM. \$250.

Steered by either rider.

"TRAVELLER" TANDEM. \$235.

40-inch side wheel; 22-inch trailer.

THE "VELOCIMAN" TRICYCLE. \$195.

The only practical Hand Power Tricycle for Invalids.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

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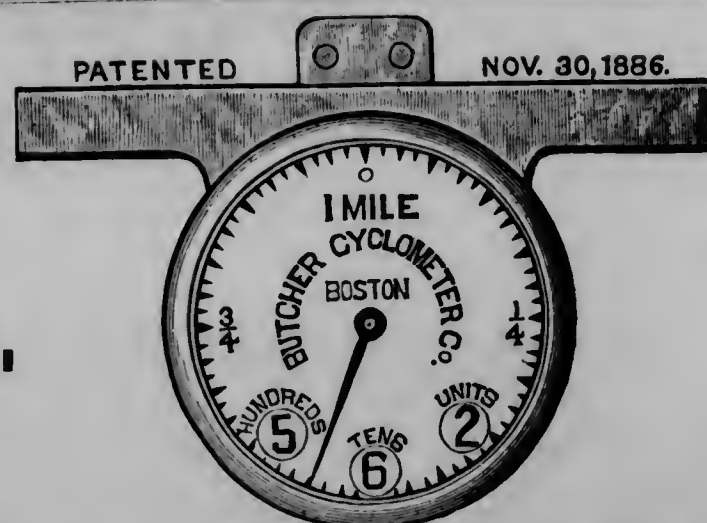
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L. A. W. BADGES,

For Gold Pins of the Official

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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00,
according to finish. Diamond Badges \$15 to \$50 for
the larger pins, and \$10 to \$30 for the small size.
Send for circular free. Also, for sale in New York, at
M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313
West 58th St.; in Philadelphia by the Hart Cycle Co.,
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Co.; in Chicago by John Wilkinson & Co.; and in San
Francisco by Osborn & Alexander.

L. A. W. SILK BELT,
To match uniform, with silver snake buckles \$1.00.

Ira Perego

128 and 130 Fulton St., and 87 Nashua St.,
NEW YORK.

Send 2 cent stamp for our new 52 page illus-
trated catalogue.

divorce on the ground that her husband was an inveterate "joiner,"—he would "join" everything in the shape of a secret society. Then followed some delightful guitar and cello music by Mrs. Hopkins, Miss Sternes, and Mr. Barker. Miss Sternes also sang. Miss Gardiner gave the sad story of Genevieve with intensity and much dramatic force. Mr. Barker sang that good old song, "Ben Bolt," and also a humorous one on the delights (?) of old bachelorhood. Mr. Page's stories of how two "dead broke" Chicago drummers "came it" on a Sunday School were mirthful and well told. Miss Nellie Sturtevant gave a most remarkable pantomime of the story by Adelaide Proctor, and the "Faithful Soul." It was a very clear exposition of what can be done by pantomime alone. "Bridget and the Tricycle," an original composition by Mrs. Hopkins, was imitatively rendered by that lady. It is one of the best things of the kind it has ever been our pleasure to hear. Miss Fay Davis read very piquantly a satirical portrayal of true love, "Modern True Love." It was a dainty little morsel of rhetoric. Alas, trains won't even wait for editors, and so we had to leave, as the merry-making commenced to wax fast. A Virginia reel and then a bolt for the station. With the exception of three we believe every member of the North Shore Tourists were present. Won't some one "surprise" us some more? We like it.

L. A. W. BOARD OF OFFICERS' MEETING.

The convention held at the Grand Union Hotel last Monday, was called to order promptly at 10 o'clock by President Kirkpatrick, but no business could be transacted until the report of the Committee on Credentials was received. This committee consisted of Messrs. W. H. Emery of Boston, W. W. Share of Brooklyn, and W. R. Tucker of Pennsylvania, and they finished their task at 11.30. The report showed that the number of members of the Board present was 49, and that they represented 103 proxies. The proxies of Sanford Northrup of New Jersey and B. S. Rose of New Jersey were rejected because the owners had neglected to renew their membership before March 1. The report was accepted without debate.

Mr. Tucker, a recently appointed representative from Pennsylvania asked for recognition, and his appointment was at once confirmed, so that he might be allowed to address the meeting. He spoke at considerable length on the case of John A. Wells, whose appointment to membership in the Board had been refused confirmation at the last meeting of the Board. He said that he spoke without prejudice and with only a desire for justice. He wished to state that in his opinion a serious mistake would have been made had Mr. Wells been elected Secretary-Editor, considering that gentleman's financial connection with the *Bulletin*, but he did think that it was only fair that a committee of five unprejudiced members should be appointed to investigate the charges made or to be made against him.

Mr. Clapp objected, stating that no charges had been made against Mr. Wells in this matter. It was simply a question of his confirmation.

Mr. Tucker admitted the truth of this, and amended his motion accordingly.

The President then appointed the committee as follows: Messrs. Dunn of Ohio, Mealy of Baltimore, Kendall of Boston, and Brewster of St. Louis. The committee at once retired, and were not heard from again until late in the afternoon.

Secretary Bassett read the following appointments as having been made since the last meeting of the Board of Officers: Chief Consuls—R. H. Polk of Montgomery, Ala.

Representatives—George S. Atwater, of Washington; Thomas Bray, of Chicago; E. P. Blake, of Bloomington; Samuel T. Clark, Jr., of Baltimore; Wm. A. Mosman, of Jamaica Plain; Edward C. Hodges, of Boston; L. B. Graves, of Minneapolis; Robert Holm, E. L. Mockler, of St. Louis; Harry G. Stuart, of Kansas City; T. H. Pollock, of Plattsburgh; Dr. Henry Jackson, of Salem, N. J.; C. C. Byers, of Parkersburg, W. Va.; Geo. Dakin, of Buffalo; E. K. Austin, of Flatbush; J. M. Warwick, of New York; J. R. Knowlson, of Troy; A. H. Brown, of Toledo; W. R. Tucker, John A. Wells, of Philadelphia.

All the above were confirmed, except the appointment of John A. Wells, which was laid on the table.

The roll call showed the following members of the board to be present: From New York—George R. Bidwell, C. H. Luscomb, W. W. Share, K. L. Clapp, N. M. Beckwith, W. S. Bull, A. M. Dickinson, J. R. Knowlson, C. S. Butler, J. C. Gulick, A. B. Barkman, W. H. DeGraaf, E. A. Schriver, I. R. Adriance, H. C. Spaulding, Gerry Jones, F. B. Graves, J. W. Clute, G. M. Gesbitt and J. R. Knowlson. Massachusetts—H. W. Hayes, W. H. Emery, G. W. Parker, A. W. Robinson, C. S. Howard, Abbot Bassett, W. G. Kendall, W. R. Maxwell, H. S. Wallison, J. B. Seward, and E. B. Coleman. California—J. W. Gibson. Connecticut—W. M. Frisbie. District Columbia—E. F. Pettigill and G. S. Atwater. Maryland—A. E. Mealy. Missouri—W. M. Brewster. New Jersey—J. H. Cooley, L. H. Porter, C. F. A. Kinch, Jr. Ohio—James R. Dunn and T. J. Kirkpatrick. Pennsylvania—G. A. Jessup, J. E. Carpen-

ter, Kirk Brown, Frank Read, J. E. Harder, J. J. Van Nort, J. A. Dayton and W. R. Tucker. Rhode Island—C. S. Davol and H. L. Perkins.

Vice President Hayes took the chair at this time, to allow President Kirkpatrick to appear before the Wells Investigating Committee.

The Treasurer's report was presented by Mr. Brewster. The report showed that the receipts, including the balance on hand Oct. 14 and \$70 received from life membership fees, to be \$666.01. The expenditures have been, John C. Gulick, Attorney's fees, \$340.45; balance, \$325.56; less life membership reserve fund, \$295.00; cash on hand, \$30.56.

Small bills amounting to a total of \$245.61 remain unpaid because of lack of funds.

Secretary Bassett presented his report as follows:

In presenting my report at this time it gives me pleasure to note that the affairs of the League, so far as this office is concerned, presented never before, during my incumbency, so promising an outlook. The office is relieved of the expense of the *Bulletin*, is guaranteed an income for the year, and the attention of the Secretary can now be turned in part towards other work than the weekly preparation of a paper. Moreover, the office is out of debt. All sums due the divisions last year have been paid, and we are now in possession of funds sufficient to pay every dollar we owe, and furthermore, we shall be able to settle with the divisions in full on next quarter day, unless the funds now in hand and at our command are drawn upon by the Treasurer to meet bills in his hands for legal services dating back to 1886, and which of right should be paid. We have been carrying many an inheritance of this kind, and when these are cancelled we have only our own burdens to carry, and these we can easily maintain.

One year ago it was stated that an earnest effort would be made to make the *Bulletin* self-sustaining, and this statement was coupled with a promise that if failure ensued it would be confessed. During the year our hopes were raised at times, and we believed that we could attain our end, but the winter months covered us with confusion, and we gave up all hope of profit from the paper under the existing order of things.

It will be remembered that the present management took charge of the paper, and had to accept contracts from the largest advertisers at prices far below cost, and thus at the outset we had to give up all thoughts of any considerable income from the *Bulletin*. During the first two months of the year we had to publish at great expense several very long stenographic reports of meetings, and it was to be expected that there would be a loss. In March the income for advertising came within \$10 of paying the printer's bills. In the months of April, May, June, July and August the receipts were in excess of the bills for printing, but after that, and to Jan. 1st, when cycles were housed and trade was dull the *Bulletin* went behind. We entered into a contract in September with a very capable advertising agent to take full and exclusive control of the advertising department outside of the cycling interest, and the Secretary relaxed his efforts to obtain business. The arrangement was not productive of much new business.

The following tables give comparisons of the business for the past two years:

Copies printed, 1887.....	609,950	Copies printed, 1886.....	484,150
Excess in 1887.....	125,800		
Cost to print, 1887.....	\$12,373 50	Cost to print, 1886.....	\$13,808 76
Rec'd Advt., 1887.....	10,911 10	Rec'd Advt., 1886.....	10,337 85
Loss, 1887.....	\$1,462 70	Loss, 1886.....	\$3,470 91
Acts. to profit and loss, '87.	\$426 59	Acts. to profit and loss, '86.	\$1,034 66

The experiences of the year told us one thing, and that very plainly, and that is that the *Bulletin* could only be made to pay by conducting it as a business enterprise, in which a large amount of money must be sunk before any profits could be realized. It is no small undertaking for the League to undertake to furnish each and every member with a paper that by all precedents is worth \$1 in the market, to conduct all of its clerical work, pay legal expenses, etc., etc., and all this for 64 cents per capita. The League is without capital, and it has no money to lose even though down the vista of the future it may discern the glare of a prospective profit.

But we can congratulate ourselves that a well-known and responsible publishing house has come forward to try the experiment for us, and to demonstrate if it be feasible for a paper to pay a profit with no income save from its advertising. A weekly paper will go to each and every member of the League during 1888. The expenses of the Secretary's office for the year have been \$5087.96. Of this sum \$3000 belongs to the first six months, and \$2000 to the second. During the year to come it is very probable that the expenses will be cut down below even the figures of the last six months. Included in the office expenses is the sum of \$500 for postage paid on correspondence which may indicate the work done by the Secretary in this direction.

Appended we give statistical tables showing the membership of the League for 1886 and 1887, and the renewals for 1887 and 1888. The renewals for 1888 are not yet completed, for they are still coming from the remote divisions, and many will have to be added.

<i>Totals Shown.</i>		<i>Membership to Date.</i>	
Membership, 1886.....	10,264	Renewals.....	7,761
Renewals, 1887.....	7,797	Applications published.....	639
Membership, 1887.....	11,939	Applications on hand.....	53
Renewals, 1888.....		Life members.....	48
Applications, 1888, to March 2.....	639		
Life members.....	48		\$501

League of American Wheelmen—Financial Statement, Feb. 28, 1888.

Cash on hand.....	\$2824 79
Accts. receivable, good.....	1512 46
Accts. receivable, doubtful.....	515 56
Due Colorado on 1887 (protest pending).....	\$3 87
Due divisions on renewals and applications to date.....	3500 00
Due A. Mudge, printing.....	80 12
Due on other accts.....	74 10
Present worth.....	324 72

\$4852 81 \$4852 81

The report of the Executive Committee was presented by Vice President Hayes. It was as follows:

The report of the Executive Committee at this time will be very brief, as the reports of the Secretary and Treasurer cover the more important acts of our Committee since the last meeting.

Many measures for the good of the cause have suggested themselves to us, but the lack of funds under which we have labored has prevented our availing ourselves of them, and our administration has been necessarily confined to our financial needs.

Your committee have endeavored to economize in every way, saving a dollar whenever possible, always in the endeavor to free ourselves from the heavy hand of debt which has come down to us as a legacy.

We had hoped and have worked to make our official organ a source of income to us, but have labored in vain, and finding that the great drain upon our finances came from this source we looked about for the best means of freeing ourselves from the burden upon us.

Acting under the authority vested in us, we have arranged with a reliable and well-known publishing firm to take charge of the official organ upon terms that we consider highly advantageous to us.

We have arranged to give the members a bright and newsy weekly paper as heretofore, and at the same time relieved ourselves of the risk and responsibility of running a newspaper which we have now concluded it is not the province of the League to do.

As the *Bulletin* was running behind at the rate of about \$100 per week, we closed the contract as speedily as possible, without waiting to submit our plan to the Board, as we felt that the plan and proposals as offered by the Bt. World Co. were so advantageous to us that they would commend themselves at once to every member of the Board, and at the same time result in saving of about \$500 to us, which we need very much. Both the Bt. World Co. and ourselves were anxious to have the contract fixed at once, as in case the same is terminated at the end of one year, we are then in a better position at the opening of the advertising season to take up our respective papers again if we see fit.

This we trust we shall not be obliged to do, and hope that the contract upon which we have entered may be continued many years to the advantage of all concerned.

Your committee feel that a great weight has been taken from their shoulders and those of the League in this matter, and our energies can now be applied to matters which shall advance the interests of our cause in many ways.

But to do this we must have the assistance and co-operation of every member of our organization and we have plans now under consideration by us, which we trust when submitted to you will command your generous support. While we have rid ourselves of the burden that has been upon us in the last few years, the marks of its weight are still upon us, and our endeavor must be in the few months left of our administration to place our League upon its feet financially, and when this is accomplished your next Executive Committee can, wiping out the past, start fresh upon a new and prosperous career.

T. J. KIRKPATRICK,
H. W. HAYES,
GEO. R. BIDEWELL.

The report was unanimously accepted, and the action of the committee in relating to the *Bulletin* consequently approved.

Chairman Butler of the Rules and Regulation Committee presented the following report:

To the President and Members of the Board of Officers, L. A. W.:
GENTLEMEN: At a meeting of this Board, called to meet in New York, on the 5th and 6th of March next, your Committee on Rules and Regulations will submit the following changes in the By-Laws for your consideration:—

ARTICLE IV. ELECTIONS.

- Section 1. First line: Substitute June for March.
Sect. 2. Second line: Substitute July for March.
Fourth line: Substitute June for March.
Sixth line: Substitute 15th of July for tenth day of April.
Eighth line: Substitute first day of August for the twentieth day of April.
Sect. 3. Fifth line: Substitute June for March.
Seventh line: Substitute 15th July for 10th April.
Eleventh line: Substitute 1st for 20th.
Twelfth line: Substitute August for April.
Sect. 4. First line: Substitute 15th for 1st, and August for May.

The sections which we propose to amend now stand on the books as follows:—

Section 1. During the month of March, each year, the Secretary shall cause to be printed in the official organ a voting blank for Chief Consuls and Representatives, together with a statistical table, showing the number of Representatives each State is entitled to. And there shall also be published in the *Bulletin*, at the same time, full and explicit directions to members regarding the votes which are to be sent to the Secretary-Editor, and full and explicit directions from the Chief Consuls of States where special regulations governing the ballot have been adopted.

Sect. 2. Each member who was admitted, or whose dues were paid up to the first day of March shall be entitled to one vote for Chief Consul for the State where he resides, and one vote for each Representative that his State is entitled to on March 1. Except in divisions where special regulations governing the ballot have been adopted, each vote shall be signed by the member voting it and returned to the Secretary before the tenth day of April, and by him delivered to the Committee on Rights and Privileges. This committee shall sort and count the votes, and make a return of the same to the President on or before the twentieth day of April; the person obtaining the largest number of votes in each State for Chief Consul shall be elected, and person receiving the largest number of votes as Representatives shall be elected.

Sect. 3. Each State Division may make such rules and regulations, not inconsistent with the Constitution of the League, regarding the method of apportioning, casting, and counting the vote for Chief Consul and Representatives as its officers may adopt, providing only that the number of Representatives so chosen shall be indicated by the membership of the Division on March 1. Each vote shall be signed by the member voting, and in this case returned to the Secretary of his Division before the tenth day of April. A correct copy of such special regulations and official notice of their adoption shall be filed in the office of the Secretary of the League to render this permission operative, and in such cases the vote shall be canvassed in the Division, and the result thereof certified by the Secretary of the Division to the President of the League on or before the twentieth day of April in each year.

Sect. 4. The President shall, on or before the first day of May, declare the result of the election, cause the same to be published without delay in the official organ, and also notify every member of the Board of Officers and person so elected of the result.

The object of these changes is to place the annual elections in the summer, at a time when wheelmen are most active. Also to correspond to the dates fixed upon in the reorganization that the next election may be deferred to July, when it may be held under the new constitution. This will enable the reorganization scheme to go into effect at once, instead of lying over for one year from next July.

CHARLES S. BUTLER, Chairman.
WM. W. SHARE,
WINSLOW TRACY WILLIAMS.

The report was adopted, and in consequence the changes in rules will go into immediate effect.

Chairman Luscomb of the Rights and Privileges Committee reported that no matter had been referred to them since the last meeting which required an expenditure from the League treasury.

The Membership Committee reported that it had no cases on hand, and no reports were received from the Committees on Racing and Transportation.

Chairman Luscomb reported for the Committee on Re-organization. He stated that since the committee was appointed a year ago, its members had carefully studied the subject of re-organization, and had consulted and received valuable advice from many of the League's old and prominent members. They had endeavored to frame their report in accordance with the wish of the greatest number of members, and had given particular attention to the primary object of their work, the granting of more power to the State Divisions. The committee had received numerous letters of advice on the advisability of abolishing the amateur distinction, and a request to do away with the rule had been received from the Iowa Division. The draft of the proposed new constitution was then read, as follows:

PROPOSED CONSTITUTION "L. A. W."

ARTICLE I.

Section 1. This organization shall be known as the League of American Wheelmen.

Sect. 2. Its objects are to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring and to secure improvement in the condition of the public roads and highways.

ARTICLE II.

Sect. 1. The League shall be a confederation, composed, First, of all State Divisions now having one hundred or more resident League members, and such as may hereafter reach that limit, and

Second, of one or more Territorial Divisions of not less than one hundred League members each, constituted of League members not connected with State Divisions.

Sect. 2. State Divisions shall organize by the adoption of this Constitution and the election of a Chief Consul, a Vice Consul and Secretary-Treasurer and representatives, as hereinafter provided.

Sect. 3. States and other geographical tracts, containing less than one hundred League members shall be grouped into Territorial Divisions containing not less than one hundred members each. Such Divisions shall be designated and located by the Committee on Membership and Appointment, due regard being had to geographical situation. After such appointment, each Territorial Division shall organize as provided in the case of State Divisions and in the event of their failure to select the officers prescribed in Sect. 2 of this Article, within two months after apportionment, the President of the League shall appoint.

Any subdivision of such Territorial Division attaining the limit of one hundred may, upon application to the Committee on Membership and Apportionment, be declared and created a State Division, entitled to all rights and privileges as such, provided such action shall not reduce such Territorial Division below one hundred. The action of the Committee on Membership and Apportionment shall be subject to review before the Committee on Rights, Privileges and Appeals, at the instance of any subdivision claiming a grievance.

ARTICLE III.

Sect. 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

Sect. 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Membership Committee, he shall become a member of the League.

Sect. 3. Each such applicant shall pay to the Secretary of the League an initiation fee of one dollar and the sum fixed by the Division in which he shall become a member, for annual dues; such dues to be paid on or before May 1st in each year. The Secretary shall retain from such annual dues and from all renewals, an annual per capita tax of fifty cents.

The balance of such annual dues and the whole amount of the initiation fee shall be returned by the Secretary to the Secretary-Treasurer of the Division, quarterly.

Sect. 4. Any member failing to pay his dues as above provided before the first day of July following, his membership shall be forfeited and the Secretary shall cause his name to be stricken from

the rolls. Any member having thus defaulted, can again become a member only in the manner provided in Sect. 1 of this Article.

Sect. 5. Each Division must, on or before the first day of April, file in the office of the Secretary of the L. A. W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the Executive Committee of the League.

ARTICLE IV.

Sect. 1. The management of the League shall be vested in a National Assembly, consisting of the Chief Consuls, Vice-Consuls and Delegates from the several Divisions, to be elected as hereinafter provided, which shall have power to make by-laws for the guidance of the League, to establish regulations for the government of Divisions in the relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution. Fifteen members personally present shall constitute a quorum for the transaction of business.

Sect. 2. Each Division shall elect a Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives annually, between the 15th day of July and the 15th day of August, as follows:

One Representative for each 100 resident League members, also one Representative from each League Club of not less than twenty members, and an additional Representative for each fifty members upon its roll on July 1st. Club Representatives to be chosen each by the Club of which he is a member. These shall constitute the Division Board of Officers.

Sect. 3. Each Division shall adopt for its guidance, By-Laws, Rules and Regulations, not inconsistent with the National Constitution and By-Laws. The term of office of all Division Officers shall commence on the 1st day of September in each year.

Sect. 4. Each State Division Board of Officers shall hold its annual meeting in the month of September, and shall then elect from the Division one Delegate for each two hundred members upon its roll on September 1st. Such Delegates, together with the Chief Consul and Vice-Consul, shall constitute the National Assembly of the League of American Wheelmen.

ARTICLE V.

Sect. 1. The Annual Meeting of the National Assembly shall be held on the third Monday in February in each year.

Sect. 2. Special business meetings shall be called by the President upon the written request of not less than fifteen delegates, and from not less than five Divisions; thirty days notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered.

ARTICLE VI.

Sect. 1. The officers of the League shall be a President, Vice-President, Treasurer and Secretary, who shall be elected by the National Assembly, at the annual meeting, provided, however, that the Secretary shall hold office as long as he shall render satisfactory service. The National Assembly may, however, by a two-thirds vote of the members and proxies present at any meeting, declare the office of Secretary vacant and hold an election for his successor, one month's notice thereof having been given.

- Sect. 2. There shall be the following National Committees:
- I. Executive and Finance.
 - II. Membership and Appointment.
 - III. Rights, Privileges and Appeals.
 - IV. Rules and Regulations.
 - V. Improvement of Highways.
 - VI. Transportation.
 - VII. Racing.

Sect. 3. Officers and Chairmen of Standing Committees, if not members of the National Assembly when chosen, shall be members of that body during their term of office.

ARTICLE VII.

Sect. 1. This Constitution may be altered or amended by a majority of the members voting in person or by proxy at a Constitutional Convention called therefor.

The President shall call such a convention upon the written demand of not less than fifty members, at least ten from each of five Divisions, giving one month's notice thereof, by publication in the official organ.

Proxies for unattached members may be cast, but no member may vote more than twenty-five such proxies.

Fifty members personally present shall constitute a quorum.

ARTICLE VIII.

Sect. 1. The League shall provide and furnish an official organ, to be known as the *L. A. W. Bulletin*, which shall be distributed to the membership without charge.

ARTICLE IX.

Sect. 1. Any wheeling club in the United States that shall have in its by-laws a provision requiring every active member to be a member of the League of American Wheelmen, and that shall file annually with the Secretary of the L. A. W. a certificate thereof, shall become a League Club, and entitled to all the privileges accorded League Clubs under this Constitution. The number of votes that any League Club shall be entitled to cast, through its delegates, at any Constitutional Convention, shall be one vote for every member of said club in good standing upon the rolls of the League. Representatives from League Clubs shall file with the Secretary a certificate of their election, signed by the President and Secretary of the club which they represent.

CHARLES T. LUSCOMB,
CHARLES S. BUTLER,
JAMES B. DUNN,
GEORGE R. BIDEWELL,
Committee on Reorganization.

Vice-President Hayes moved that the report be referred to the Constitutional Convention which it was proposed to hold in Baltimore next June.

Mr. Clapp thought it was desirable to discuss some of its provisions, so as to be able to make recommendations to the Constitutional Convention. Several others agreed with Mr. Clapp, and there seemed to be considerable opposition against the clause which allows League clubs special representatives. Mr. Hayes' motion finally prevailed, however, and the committee was continued, with instructions to prepare a set of bye-laws for consideration at the Convention in June.

Mr. Kirk Brown entered a complaint regarding the trouble that members distant from Philadelphia have in obtaining the League uniform. After some discussion, during which Mr. Bidwell stated that the Philadelphia firm had the contract for furnishing the suits for three years and that he had heard of no complaints, the matter was referred to the General Committee on Grievances.

The following letter was then read:

T. J. Kirkpatrick, President, and Board of Officers, L. A. W.

It is with great pleasure that I act to-day in accordance with the instructions of a large and representative meeting of this division, held on the evening of January 7, in this city, and on behalf of the Maryland Division and the citizens of Baltimore, do most cordially invite the League of American Wheelmen to hold its next annual meeting in this city on the 18th, 19th and 20th of June next.

Should it be your pleasure to accept the above invitation, the members of this division will endeavor to make the ninth annual meet the most successful one in the history of the L. A. W. Awaiting your reply, we are Most fraternally yours,

A. E. MEALY, Chief Consul.
R. M. LOCKWOOD, Sec.-Treasurer.

On motion of Chief Consul Jessup, the invitation was accepted with thanks.

A recess for dinner, and to await the Wells' committee report, was taken at 1 o'clock.

The committee remained in session until nearly 5 o'clock. They were then ready to make a report, but this was rendered unnecessary by the unexpected resignation of Mr. Wells. The resignation was accepted by Chief Consul Jessup, and this, of course, effectually settled the matter, for the committee had been appointed solely for the purpose of considering the justice of his confirmation as a member of the board. A desire was expressed by a few of the members to hear the report of the committee, but this was deemed unwise by the majority. Mr. Jessup expressed in very warm terms his appreciation of the courtesy extended the Pennsylvania Division in this matter, and said that whatever had been the decision of the investigating committee, the State would have been content. Mr. Wells stated in his letter of resignation that he would be a candidate for representative at the next election. If he is elected by the League members of his state the Board of Officers will probably make no effort to prevent him taking his seat.

Eugene Aaron was once more the subject of discussion by the board. Mr. Read, of Pennsylvania, made some very severe criticisms upon certain actions of that gentleman, and asked for a return of the bond which he had signed when Aaron was made Secretary-editor. He thought that under the circumstances he should not be held responsible for the money which it was claimed the ex-Secretary still owed the League.

Mr. Beckwith moved that Mr. Read be given his bond and that the whole matter be dropped forever. The motion prevailed unanimously.

There being no further business for consideration, the board adjourned at 5.30 o'clock.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.
VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.
TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.
SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.
EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

STANDING COMMITTEES.

MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

RIGHTS AND PRIVILEGES.—C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, Herald Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD.—Dr. J. H. Cooley, Plainfield, N. J.; W. M. Brewster, 309 Olive St., St. Louis, Mo.; Chas. H. Potter, 99 Superior St., Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. Sanderson, Scranton, Pa.

TRANSPORTATION.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 323 West 58th St., New York; W. S. Bull, 360 Main St., Buffalo, N. Y.

TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MAILING, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 129—Total 68.

BOSTON, March 9, 1888.

CALIFORNIA DIVISION—2.

San Francisco Bi. Club.
17800 Currah, J. M., 413 Bush st., San Francisco.
Unattached.
17801 Walte, F. W., Riverside.

CONNECTICUT DIVISION—6.

Hartford Wheel Club.
17802 Smith, R. F., 148 Wetherfield ave., Hartford.
17803 Shew, W. A., 159 " " " " " "
Naugatuck Wheel Club.
17804 Dayton, A. W., " " " " " "
Waterbury Ramblers.
17805 Hughes, W. G., " " " " " "
Unattached.
17806 Bennett, Fred. F., 236 Main st., Hartford.
17807 Johnson, Morgan, 262 Main st., " "

DELAWARE DIVISION—5.

Wilmington Wheel Club.
17808 Baird, Chas. M., 903 W. 9th st., Wilmington.
17809 Elliott, Clarence A., 127 Elliott ave., " "
17810 Hukill, A. Wallace, 429 E. 5th st., " "
17811 Kurtz, F. L., 4th and Peplar sts., " "
Unattached.
17812 Pierson, C. E., 502 Market st., " "

DISTRICT OF COLUMBIA DIVISION—1.

Unattached.
17813 Jenkins, Dr. Ralph, Homoeopathic Hospital, Washington.

FLORIDA—5.

Jacksonville Wheelmen.
17814 Benedict, W. N., " " " " " "
17815 Caldwell, H. W., " " " " " "
17816 Emery, Geo. W., " " " " " "
17817 Hosner, L. D., " " " " " "
17818 Parker, M. L., " " " " " "
17819 Ritzewoller, Alex., " " " " " "
17820 Sanderson, E. M., " " " " " "
17821 Wilson, Lorenzo A., " " " " " "

ILLINOIS DIVISION—4.

Illinois Cycling Club.
17822 Story, F. A., 788 Walnut st., Chicago.
17823 Strecker, Geo., 48 Fowler st., " "
17824 Troedel, A. F., 336 Ohio st., " "

INDIANA DIVISION—1.

Indiana Wheelmen.
17825 Hay, Thomas, 18 Martindale Bk., Indianapolis.

IOWA DIVISION—1.

Unattached.
17827 McAuley, J. F., Box 11, Osceola.
KANSAS DIVISION—1.
Olathe Wheelmen.
17828 Gale, E. P., Olathe.

KENTUCKY DIVISION—1.

Unattached.
17829 Russell, Tom, Maysville.

MARYLAND DIVISION—1.

Unattached.
17830 Knoop, J. F., 1533 W. Baltimore st., Baltimore.

MASSACHUSETTS DIVISION—16.

Conomo Bi. Club.
17831 Hersey, Alfred E., Box 175, Manchester.

Unattached.
17832 Atkinson, Chas., 32 Pemberton sq., Boston.
17833 Jones, E. W., Commonwealth Bank, " "
17834 Kilby, Quincy, Hotel Chapman, " "
17835 Doogue, Wm., " " " " " "
17836 Patch, H. R., 87 Cedar st., Malden.

MICHIGAN DIVISION—2.

Star Bi. Club.
17837 Beadle, Harry E., 36 Myrtle st., Detroit.
Unattached.
17838 Robbins, N., Jr., " " " " " "
17839 Peckham, Geo. F., Street Dept., City Hall, St. Louis.

MISSOURI DIVISION—1.

Unattached.
17839 Peckham, Geo. F., Street Dept., City Hall, St. Louis.

NEBRASKA DIVISION—1.

Plum Creek Wheel Club.
17840 Powell, Ben E., " " " " " "

NEW JERSEY DIVISION—2.

Unattached.
17841 Abern, H. Edw., Summit.
17842 Williams, J. M., " "

NEW YORK DIVISION—13.

Albany Bi. Club.
17843 Minch, Chas. H., 465 Madison ave., Albany.
17844 Van Wie, John Jr., Post Office, " "
Manhattan Bi. Club.
17845 Allen, A. C., Jr., 62 Cedar st., New York.
17846 Kane, Frank deG., 204 W. 23d st., " "
17847 Ritter, Washington, 30 Broad st., " "
Pawling Bi. Club.
17848 Cole, Albert S., Pawling.
17849 Ritzewoller, Alex., " "
17850 Dodge, R. J., Walton.
17851 Bond, E. W., " "

OHIO DIVISION—3.

Central Wheelmen.
17852 Milholland, Geo. W., Lockland.
Unattached.
17853 Bowen, Fred. J., 324 W. 3d st., Dayton.
17854 Marriot, E. L., Dupont.

PENNSYLVANIA DIVISION—4.

Unattached.
17855 Gray, Addison H., Franklin.
17856 Kelly, E. J., Monongahela City.
17857 Mears, Fred. K., 10 N. 6th st., Philadelphia.
17858 Wheeler, Mrs. S. A., 408 S. Main st., Wilkes Barre.

RHODE ISLAND DIVISION—3.

Kent Co. Wheelmen.
17859 Weld, Charles H., East Greenwich.
Unattached.
17860 Bugbee, Geo. W., 140 Clifford st., Providence.
17861 Carr, Franklin, 337 Friendship st., " "

TENNESSEE DIVISION—2.

Clarksville Cyclers.
17862 Hodgson, Lee, Clarksville.
17863 Payne, Alex. G., " "

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... P. O. Address, ...

City and State, ...

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Walton Bicycle Club, Walton, N. Y.
Weedsport Bicycle Club, Weedsport, Pa.
Lockport Wheelmen, Lockport, N. Y.
Buffalo Ramblers, Buffalo, N. Y.
College Hill Bicycle Club, College Hill, O.
Marion Bicycle Club, Marion, Ohio.
Omaha Wheel Club, Omaha, Neb.
Ottawa Wheelmen, Ottawa, Kansas.
Albany Wheelmen, Albany, N. Y.
Jacksonville Wheelmen, Jacksonville, Fla.

All membership in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

RENEWALS.

Boston, March 3, 1888.

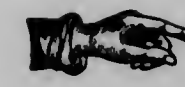
List 13.

The following renewals are received to date:

Arkansas.....	1	Nebraska.....	45
California.....	34	New Hampshire.....	9
Colorado.....	1	New Jersey.....	140
Connecticut.....	101	New York.....	40
Dakota.....	2	North Carolina.....	2
Delaware.....	11	Ohio.....	197
District of Columbia.....	8	Pennsylvania.....	260
Georgia.....	1	Rhode Island.....	33
Illinois.....	114	Tennessee.....	7
Indiana.....	49	Texas.....	3
Iowa.....	7	Utah.....	3
Kansas.....	21	Vermont.....	12
Kentucky.....	11	Virginia.....	5
Louisiana.....	3	West Virginia.....	7
Maine.....	60	Wisconsin.....	10
Maryland.....	51	Canada.....	1
Massachusetts.....	207	Nova Scotia.....	1
Michigan.....	33		
Minnesota.....	9	Total.....	1970
Missouri.....	48		

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."

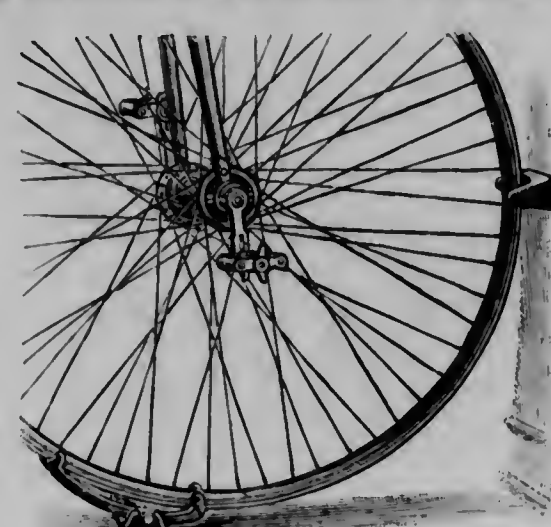
THE "ROVER" has set the fashion to the world.—The Cyclist.
THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
THE "ROVER" The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
THE "ROVER" On this machine some startling speed rates may be look for.—Bazaar.
THE "ROVER" Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
THE "ROVER" For night riding its equal would be hard to find.—Bicycling News.
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
THE "ROVER" We have the highest opinion of this machine.—Irish Cyclist.
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
THE "ROVER" is the best hill climber on the road.—The Presbyterian.
THE "ROVER" is built on the soundest of principles.—Weekly Budget.
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
THE "ROVER" continues to merit my warmest confidence.—Health.



STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

THE BUFFALO BICYCLE STAND

—FOR—
CLUB HOUSES & DEALERS' WAREROOMS.



Price, 50 cents.

Buffalo Home Trainer, Price \$30.
E. N. BOWEN,
385 Main St., Buffalo, N. Y.
Mfr. of Accessories. Repairing a Specialty.

STEEL BALLS

FOR ANTI-FRICTION BEARINGS.

—OF BEST CAST STEEL—

HARDENED, GROUND AND BURNISHED.
-16 to 3 diam. Samples and Prices on application.
SIMONDS ROLLING-MACHINE CO.
FITCHBURG, MASS.

BETTER THAN EVER.

PUNNETT'S JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.
Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.
Fully Warranted, only \$5.00.
SEND FOR CIRCULAR TO
Brook's Odometer Co., Lowell, Mass.

THE BICYCLING WORLD Job Office.

Estimates made on all sized jobs from a
Business Card up to a Full Catalogue.
12 Pearl St Boston, Mass.





OUR ATTENTION IS CALLED TO THE COLUMBIA ELLIPTICAL, GOLD-DRAWN, SEAMLESS-STEEL, TUBULAR REAR FORKS USED ON THE EXPERT AND LIGHT ROADSTER.



CATALOGUE FREE.

POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

FORKS ON COLUMBIAS

GREATEST POSSIBLE RIGIDITY FOR GIVEN
WEIGHT OF METAL.

IN ONLY THREE PIECES.

A RECORD OF NEVER BREAKING OR
TWISTING.



The Rudge for 1888.

(Catalogues Now Ready.)

This favorite line of cycles is presented for 1888 with renewed confidence that no better machines are offered on the American market.

If YOU have not chosen your mount for the season don't fail to examine the RUDGE catalogue.

H. M. SABEN.

152 Congress Street, Boston.

Is there is an agent for the RUDGE in your vicinity? If not apply as above.

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 16 MARCH, 1888.

Volume XVI.
Number 20.

1

OVERMAN WHEEL CO., Boston.

Gentlemen: We, the undersigned, can vouch from experience as to the strength and superior running qualities of the "Victor" bicycles. Out of 23 members, we have 22 "Victor" riders. We find it the only wheel that will stand the rough roads and enable us to climb the hills in our rough and hilly country.

Covington, Kentucky.

Yours, etc.,

KENTON WHEEL CLUB.

Above appeared in "The Wheel," Feb. 17,

COVINGTON, Ky., Feb. 28th, 1888.

OVERMAN WHEEL COMPANY, Boston, Mass.

Gentlemen: Please find enclosed a letter from —, of —, Ills., together with a press copy of our reply. We have related to them a few facts about the "Victor" Bicycle, and doubt whether or not their opinion will be changed, as some people are so "hard-headed" or stupid that they fail to recognize a good Bike when they see it. A few days since a party of wheelmen were gathered together discussing the various 1888 pattern Bicycles, when one of the party remarked: "— has bought a — wheel," and this remark was followed with something like this from a "Victor" rider, of course: "Poor chump! I tell you boys, I really feel sorry for the fellow who is foolish enough to buy any other Bike than the 'Victor.'"

Your machines are steadily gaining favor both here and across the river in Cincinnati.

We are, yours truly,

KENTON WHEEL CLUB,
Edward C. Toie, Secretary.

2

KENTON BICYCLE CLUB, Covington, Ky.

Gentlemen: We note in late bi. papers the O. W. Co.'s ad. to the effect that all of the members of your club, but one, ride Victors, finding them the only suitable wheels for your roads. As it is seldom that an entire club choose the same machine, we would be glad to know whether the testimonial is a genuine one. Sometimes such things get "twisted," you know. We enclose stamped addressed envelope for your reply, and would like to hear from you soon.

Yours truly,

COVINGTON, Ky., Feb. 28th, 1888.

Messrs. —, —, Ills.

Gentlemen: Yours of 22d inst. is received and contents noted. We had supposed that the authenticity of this testimonial would be doubted, but will say that our testimonial, like the wheel we ride, is true in every respect. We have learned to honor the "Victor" Bicycle and its manufacturers from long experience; that is, since that wheel was placed on the market in 1885. Our assertion that it is "the only wheel that will stand our rough roads and enable us to climb all hills in our surrounding country," is plain, unadulterated truth, ascertained after five years' experience with almost every make of wheel ridden in the United States. We have in our club some of the hardest riders in this vicinity, and with rough and hilly roads our "Victors" are given severe tests. Three years ago, five-sixths of the members of the Kenton Wheel Club rode direct spoke wheels, and it is safe to say that had not the tangent spoke wheel come into existence this club surely would have ceased to live, as these wheels were constantly going to pieces; so great is the vibration caused by the rough roads, that it was impossible to keep the spokes tight and prevent the rim of front wheel from forming the familiar shape something like a figure "8." The "Victor" has remedied all these faults: no more loose spokes; no more "buckled" wheels; no longer are we compelled to carry with us a box of tools to be used to keep our wheels in riding condition; its hill climbing and easy running qualities are too well known for further comment. Racing in this vicinity is done on roadster wheels; the condition of tracks will not permit the use of racers; out of 21 local races, 18 were won on "Victors;" racers who ride other makes will never refuse the chance to race on a "Victor;" in fact, in all hill climbing contests and all long distance runs, the "Victor" is preferred. Gentlemen, these are facts; we are not prejudiced; we are not the only "Victor" riders; in Cincinnati to-day nine-tenths of the wheelmen riding other than "Victors," are anxious to disprove of their present mounts, and get the most perfect wheel made. We are glad that you made inquiry of us as to the genuineness of this testimonial, as we can clearly understand how doubtful it may appear for an entire club to choose the same machine; we trust, however, that after having become more familiar with the "Victor," or after having ridden it, that you more fully appreciate its merits. Our intercourse with the Overman Wheel Company has been such as to convince us that they are too honorable to publish bogus testimonials, especially as their mails daily bring them unsolicited words of praise. We would be pleased to hear from you the opinion of the "Victor" in —. We are, respectfully yours,

KENTON WHEEL CLUB,
Edward C. Toie, Sec.

4

NOTE—The wheels in the Kenton Club are all highest grade, tangent spokes, hollow rims, and were not bought because they were cheap. Boys buy cheap wheels—men buy good wheels.

ONE WAY TO DETECT APES—WATCH THEM COPY THE VICTOR ADVERTISING.
Send to OVERMAN WHEEL CO. for New Catalog. - - - BOSTON.

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Write for Our 1888 Catalogue.

**New Rapid Roadster,
New Rapid Light Roadster,
New Rapid Safety,**

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,

Quadrant Tandem, No. 15. Two Ladies can ride.

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

KING OF THE ROAD LAMPS,

and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

This Should also Interest You.

I have just received my first consignment of the **VOLUNTEER COLUMBIA**, and am pleased to be able to offer my customers so good a bicycle at so reasonable a price. A 50-inch with all improvements, \$100.00.

Old riders will, of course, prefer the Expert or Light Roadster, but those who want a first-class wheel and have only a limited sum of money to expend, should examine The Volunteer. There seems to be a big demand for Cyclometers and Lamps this Spring, and I am carrying a complete stock of all leading makes, as well as all little odds and ends incident to a cyclist's outfit.

My store will be open evenings after April 1st.

GEO. R. BIDWELL,
313 West 58th Street, New York.

NEAR THE PARK.

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FOR THE STAR,
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CHAMPION WHEELMEN,
E*V*E*R*Y*M*A*N*A*S*T*A*R
IS NOW OPEN FOR ENGAGEMENT to appear on racing tracks the coming fall. The best men of the Old and New World, positively belong to this aggregation of CYCLING STARS, now is the time to arrange for the visit of the CYCLING CHAMPIONS of the World to appear on your tracks.

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Against "Headers" Made.
It is the Best, and it is also the
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Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steeltubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for \$100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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NEW MAIL.

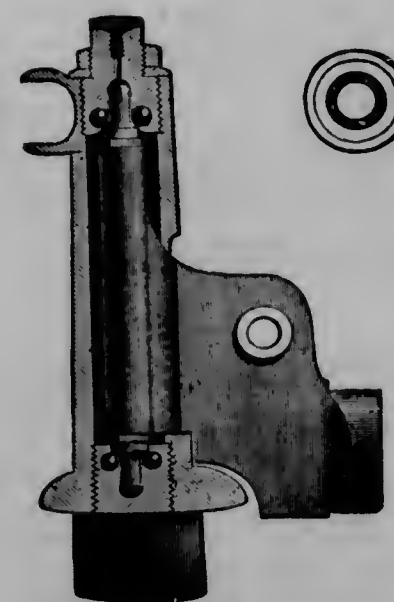
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The New Mail is already having
a remarkable demand.
A SUPERB LIGHT ROADSTER.
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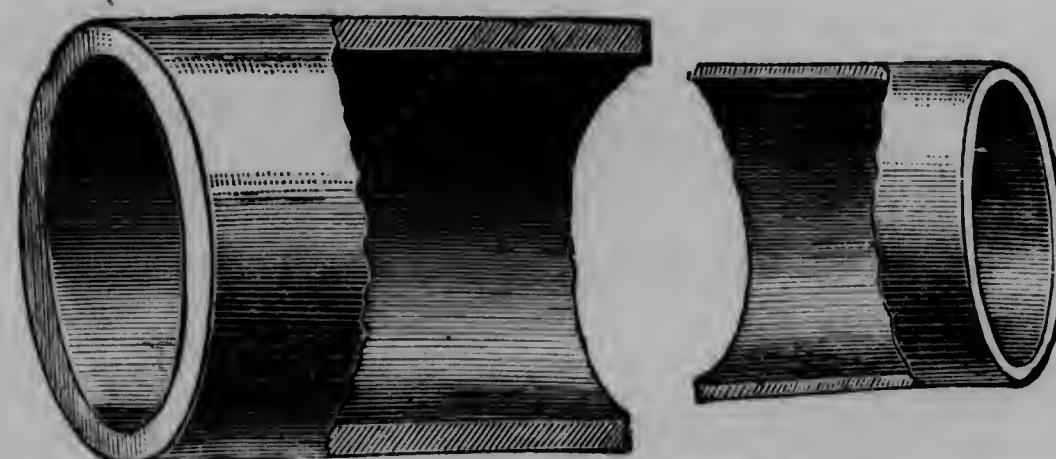
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Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
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strain. No spreading of backbone after riding.



Not a Buckled Rim

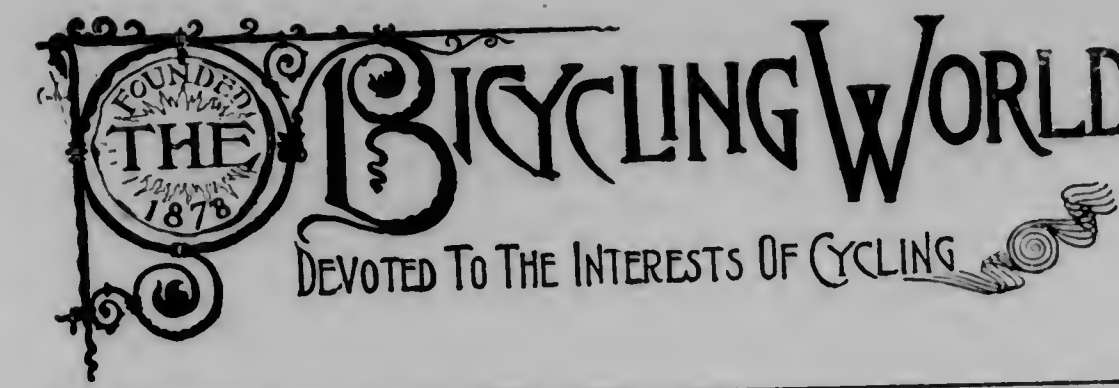
**Warwick's
New Rim.**
No Seam
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Thickened
Metal
at Bottom.

To find out what the New
Mail is read the Testimonials
of many of the leading and
hardest riders in the country
contained in our Catalogue.
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Not a Broken Backbone Last Year!

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Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

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For rates, etc., address Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 16 MARCH, 1888.

TO correspondents: We suppose your contributions are laying
quietly in some snow drift. Many are missing up to the time
of closing the forms.

THE new *Wheel* seeks success in the "pursuit of a mind-your-
own-business-and-keep-your-nose-clean policy." We trust the
latter occupation will not seriously interfere with Brother Prial's
editorial duties.

W. E. CRIST, "a famous American amateur," is to visit Eng-
land this summer, and join a team of racing men. We
wonder if some one won't pry into Crist's affairs and ask him what
are his means of support.

JUST as we go to press we are advised that the "Liberty bill," re-
lating to the use of bicycles and tricycles on the roads of New
Jersey, was passed by the Senate of that State last Wednesday after-
noon, and now becomes a law. This is one more nail in the coffin
of genus "Road Hog." Jersey will no longer be looked on as an
alien country.

TO the ladies we desire to say a word in reply to numerous
inquiries as to whether a portion of our paper will not be
devoted to their use. We most sincerely hope that the ladies will
use the columns of our paper in free interchange of ideas and
opinions. Any ladies who may desire to favor us with letters treat-
ing of the sport from a feminine point of view may rest assured that
we shall be most delighted to give same attention and space.

IF our paper is late this week the fault cannot be placed at our
door. The storm, such as has not visited this region in years,
has caused a congestion of mail at the post office that will take
days to start moving in a normal way again. Six days work will
have to be crowded into three or four days, and so some one will
have to suffer delay and inconvenience. The storm has also shut
off some of our correspondents' usual contributions.

OUR Washington correspondent is right in thinking that we
have not ridden a lady's bicycle. We have, however, ridden
tricycles and safeties and we still maintain the opinion that rear-
driving safeties are dirtier than tricycles. We would be pleased if
our friend would send us a description of the safety Washington
ladies are riding with such zeal and satisfaction. We are glad
enough to wish the ladies to have the best of machines, be they of
two or three wheels.

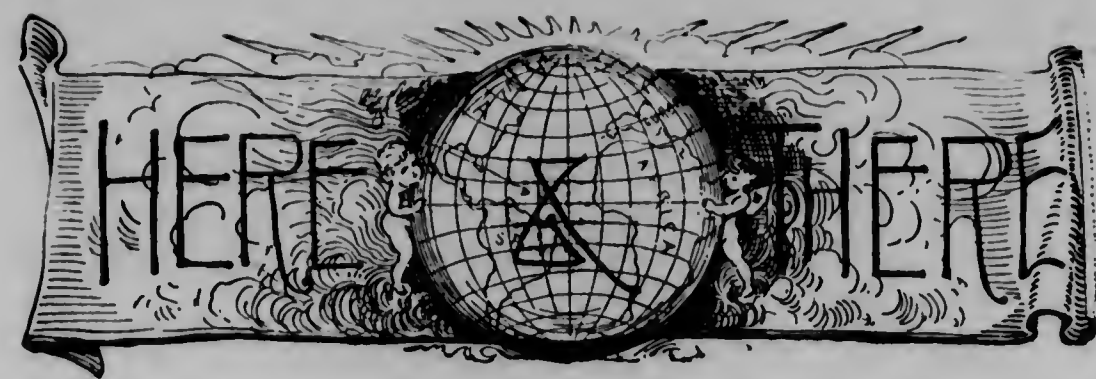
THE town of South Scituate, Massachusetts, has changed its
name to Norwell, in honor of Mr. Henry Norwell of the firm
of Shepard & Norwell of this city. It is reported that Mr. Norwell
proposes to testify his appreciation of the honor by increasing the
income of the town about \$2500 per annum for a term of ten years.
As he has been elected surveyor of the town's highways it is fair to
presume that they will be well looked after, and that is the reason
we note the change of name of South Scituate.

IN the matter of brakes on safeties of the rear-driving class, there
seems to prevail an opinion among the most experienced riders
of this type that the best is a band brake on the rear wheel. Al-
though we have never tried a band brake except on tricycles, we
are inclined to the belief that it would be an improvement over the
ordinary spoon. It certainly is the cleaner of the two, and its
effectiveness is in no wise effected by the state of the road. But be
the brake spoon or band, it should preferably be applied to the
driving wheel.

IF one can judge from the number of road racing fixtures, Eng-
land's wheelmen do not propose to abandon that branch of the
sport even if the Union say him nay. How absurd of any one to
think they would. Is it likely that ardent wheelmen who will vi-
olate the law of the Realm and run the risk of arrest for "furious
driving" will meekly bow to the edict of an association. *Wheeling*
is the only English cycling paper that seems to regard the question
rightly and believes in letting the proper public authorities manage
matters within their jurisdiction without outside interference.

WE are gratified to announce that the American team will
return to this country in August, and will inaugurate a series
of races in the fall. The American team, however, will not have
the field clear to themselves, as it is the intention of the best Eng-
lish and continental professionals to also cross the water and try
conclusions on some of our best tracks. So anxious are we to do
all in our power to resuscitate the waning interest in cycle racing
that we deem the proposed coming of the flower of the professional
ranks of sufficient importance to editorially call the attention of
clubs and race meeting projectors to the fact. Manager Morgan
expects to make a season of some ten weeks, commencing the latter
part of August, and right here let us say that the high standing of
the team's squareness in the English estimation should be a guaran-
tee that the same straight methods will be followed in this country.
We believe that, with the advent of these men, the lagging interest
in cycle racing will revive. In order to help along the cause we
would suggest that race-projecting clubs and associations address
Mr. Morgan in our care or the care of Mr. H. E. Ducker, 858
Niagara avenue, Buffalo, N. Y., and particulars will be forwarded
by Mr. Morgan or his agents as soon as possible. We want to see
racing "move on" this fall, and we think we see in the coming of
the professionals a lever to "move" same.

J. G. MURGATROYD, a supporter of Fred Wood, deposited a forfeit
to bid a match for Wood to ride Rowe, or any other member of the
American team, any distance from one to twenty-five miles, for £50
(open to £100) a side. The race to take place a month after Wood's
return to England from the Antipodes.



WASHINGTON. For three weeks past I have not been able to forget the fact that my tandem is stored away in Boston, in curl papers and vaseline, and that I am under sunny skies, wheelers. We at the Hub, do not realize how much the Washington cyclist and cycloress have to be thankful for in the way of dry and ridable streets throughout the greatest portion of the year; or how advantageously they may use the wheel in business; but it is a fact that cycling has come down to a more practical common-sense and matter-of-fact basis here, than in other city in the country. There are doubtless scores of riders in Washington, who know little and care nothing for clubs, or the League, or wheel runs, or meets, or any of the parade business of cycling, but who only keep a wheel for every day use, as they would a horse and carriage. A prominent physician of the city, one who attended President Garfield in his last illness, keeps a tricycle solely for night practice—to save time and horseflesh, and he may be taken as the type of a large class.

The fair sex appear to ride in the same business-like way. In front of Columbian University, one sees locked wheels at all hours of the day, and some of these, particularly during the hours when a public course of lectures are being delivered, are ladies' tricycles. I saw one of these riders "arrive", a few days ago, and the "business" way that she pulled her three-wheeler over the curb, and onto the sidewalk, and, drawing from her hand-satchel a chain and lock, secured it, made me wish that Boston streets were paved with concrete, that the sight might be an every day occurrence with us. But the ladies who ride for pleasure, are decidedly in the minority, by far the larger portion seeming to be young ladies in their teens, or just entering. The practice of hiring wheels, too, is so common, that I fear few wheel riders among ladies are wheel owners.

AND speaking of lady riders, I have lived to see ladies riding a bicycle, and a pretty sight it is, let me assure friend "Daisy", and all other feminine cycling friends at the East. The mount and dismount, I have felt must be an objectionable feature to the use of the two-wheeler by a woman; but both are done so quietly, so quickly, and so simple that the middle aged cyclist who is obliged to execute a series of gymnastic movements, everytime he mounts his wheel, is led to ask: "Why isn't this the thing for me?" As to the bicycle itself, the idea of constructing a modern safety with a U frame, is so absurdly simple, the query suggests itself every day. Why hasn't it been done before? And if all future ladies riders of the bicycle, shall ride as gracefully as three or four I have seen upon the streets of Washington, there is but one thing to be said: That a woman on a bicycle is far more graceful and pleasing an object than the average lady tricyclist, and that is saying a great deal. I have ridden this machine in Washington, both on concrete and dirt roads, and find it quite steady, a feature I am told which makes it easy for a lady to learn to ride it. However, as I am stating simple impressions, I will not ask Eastern friends to take my word for it, but only counsel them to "wait and see". But the ladies' bicycle will have a future, I am sure.

As my key to the cosy club house of the "Capitals" (large Capitals) was found to be quite free from rust, it has admitted me to frequent meetings (and greetings) with old friends during my visit here. Among them may I mention as the brightest, the festivities incident to the annual celebration of Washington's Birthday. It is too late now to give you an account of all the mirth provoking doings of that merry night, but suffice it to say that from the opening remarks of the counsel for the plaintiff, in the case of Hashaway vs. Jenkins, suit for breach of promise of marriage, to Pyramus and Thisbe (extravagantly rendered) and to the digestibles and non-digestibles, fluids, etc., which followed, it was *Capital* throughout. For originality, good fellowship, and ability to run a club on business principles for the benefit of the club as a whole, the Capital B. Club offers an example which might be profitably emulated by clubs located "not a thousand miles" from the gilded dome on Beacon Hill. However, club life in the present, in this country, is going through an evolution period, and the same may be said of the art of cycling, for that matter.

KANSAS CITY.

"MENTOR."

As a matter of course the initial number of the WORLD was looked for with considerable interest by wheelmen here. On Tuesday I dropped into the United Wheelmen's rooms and I found quite a group reading the new official organ. One and all expressed themselves as more than pleased with the new paper.

A NUMBER of members of the United Wheelmen are agitating the leasing of more commodious quarters. The majority of the members are residents of the East side, and it is expected that the new club will be located east of Main street. Only by constant agitation will the project be carried through to a successful issue.

THE United Wheelmen have adopted the black jersey uniform, with black stockings and hook-down cap.

C. B. ELLIS has united with the club, and one by one the old-time feeling is gradually dying out. Charlie states that he intends doing more riding this season than ever before.

APPROPOS riding Captain Haynes assures me that the club runs this season will be worthy of the name. Wheelmen now are itching for the riding season to open up.

HARRY ASHCROFT, of Dodge City, Kas., late of this city, is fast becoming the Baron Munchausen of the wheeling fraternity. Sunday's *Times* contains an account of a ride he made out in Kansas in a blizzard.

It is not generally known that the Hon. John M. Glover, who is an aspirant for gubernatorial honors in this State is a brother of Grif Glover, of St. Louis, who is a Rambler from way back. This should result in Mr. Glover's election to the highest office in the State.

HARRY G. STUART, Secretary of the United Wheelmen, is engaged on a plan for the forming of a library in the club. He should receive the support of every member in this literary move.

THERE seems to be a demand for wheeling songs. Who will be the first to meet the "long-felt want?"

A WELL-KNOWN wheelman here is thinking seriously of touring to California this summer.

DETROIT.

"TWINKLER."

AT the annual meeting of the Detroit Bicycle Club, the following officers were elected: President, C. A. Lightner; Vice President, A. F. Peck; Secretary, R. Traub; Treasurer, John Hanley; Captain, P. N. Jacobsen; and First and Second Lieutenants, Messrs. Lane and Larmour. The new President, Mr. Lightner, is a hustler, and if the Detroit B. Club doesn't do some lively work this season he will know the reason why. Captain Jacobsen is now in New Orleans.

FERRY AVENUE has been paved with asphalt (Detroit's first move in the direction of better pavements), and already our wheelmen are showing their appreciation by frequent visits.

Who will be the first to ride to the *Pointe* this season? is a question which is already agitating the minds of our wheelmen. Several tried the experiment on Washington's Birthday, but they had to give it up as a bad job.

LIKE our Eastern brethren we want better roads; but the special point of our petitions is: "Oh Father(s) (City Fathers), give us, we pray thee, better pavements, like unto Ferry avenue."

NEWS

AND COMMENT.

AN English sea captain, who is also a great cyclist, always takes along a bicycle and when he touches land, and roads will permit, he takes a spin into the country. He lately took a trip to the Bananas Island, off the West coast of Africa. None of the inhabitants had ever seen such a thing before, and terrified mothers on beholding the frightful thing would hurriedly pick up their open-eyed and open-mouthed progeny and scoot for the woods with all celerity, and then they would remain until the "danger" had passed.

'Tis said that Neilson has gone into the boot and shoe business!

THE versatile Senator Morgan claims relationship with Secretary-Editor Bassett.

WOODSIDE and Allard are to ride a ten-mile match on Easter Saturday at Coventry.

THE tandem safety is having some severe tests in England, and so far the verdict is most favorable.

MR. MILTON S. WOOD of Baltimore is in town. He is looking after and getting material for the League meet programme.

FOR the amateur to sell his prizes for filthy lucre is sufficient to cause his suspension at the hands of the N. C. U.

ROWE has already been winning some minor races in England. His style of riding and appearance are universally commented on favorably.

DICK HOWELL remarked that he "would not be beaten by Rowe for all he could see." Mr. Sullivan made a similar remark in regard to Mr. Mitchell.

It is very doubtful if a single manufacturer or dealer will have a "team" in their employ next season. They are not like Oliver Twist, they *have* had enough.

PRESIDENT KINCH and F. S. Miller, of the Union County Wheelmen, are, with several others, engaged in a project to erect an \$8000 athletic club house in Westfield, N. J.

THE pessimists and optimists in England are all aglow in discussing the changes of German competition in the cycle trade. We think the optimists have the best of it.

"THE merry little yankee," Temple, met with a bad fall at Newcastle-on-Tyne last month. It put the lad on his back for a few days, but we are pleased to note that no bones were broken.

THE Lord Mayor of London and all the members of Parliament are to be invited by the management to witness the next great race between cowboys and cyclists to be held in London this month.

WE have not the result of the six-day race lately run in London, but Young and Battensby were sticking to one another at last accounts, there being only one lap between them at the end of the third day.

"It is an ill wind," etc., again is proven from the fact that the unsettled state of affairs on the Continent have no doubt been a strong factor in driving the Senator and his "galaxy of talent" back to the land where the eagle screams.

WE wish to congratulate the *Wheel and Cycling Trade Review*, our Phoenix-like New York contemporary, on its appearance since the change. The heading is very artistic, and the new make-up is very attractive. We congratulate Mr. Prial.

GOOD news, that contained in Senator Morgan's letter, printed on another page, announcing that he and his team of English, French and American flyers will be in this country next August. This means a boom in racing and consequently we rejoice.

ENGINEER Hart's strong-hold is the rear-driving safety. We doubt, however, if Rowe will consent to ride the dwarf machine in the tempestuous match to take place Easter Saturday with the Englishman. Rowe is not used to this type, and we fear defeat, in case he consents to ride the safety.

W. S. MALTBY is in town for a few days. He called on us and stated that after a few months' more exhibition riding through the Eastern States, he would abandon trick riding as a means of livelihood. He is open to engagements, and any letters addressed to him in care of this office will be forwarded.

THE Boston Road Book is out this week. Mr. C. A. Underwood, of the Jamaica Plain Club, the compiler and publisher, has taken especial pains to have this the most complete work of the kind ever issued. No Boston rider of cycles can afford to be without one. The book is printed by the BICYCLING WORLD Co.

ARE the members of the American team really experiencing a change of heart, or are the girls at Newcastle-on-Tyne, England, who attend church, especially attractive? The reason for this query is the following, taken from Senator Morgan: "This is Sunday night and the boys have gone to church, while I stay at home and attend to my correspondence."

THEY have real Christians out on the Pacific slope. Dr. Johnson, of San Francisco, while driving his horse lately, accidentally ran into Mr. U. Rice, who was riding a bicycle. Contrary to the usual custom, the good doctor, instead of swearing like mad at the injured wheelman, went back to his assistance and offered to pay damages, if any. We call the doctor, a "thoroughbred."

W. E. CRIST, one of the best American amateurs, sails for England in about two weeks to take part in races during the coming season. W. F. Knapp and Crocker will go over at the same time to join the glad throng of professionals now in England. These two men go over under the auspices of Frank Dole, and will in no way be connected with manager Morgan's merry men, except as they meet in competition. T. W. Eck goes with the party.

SIDEWALK riding in Warren, R. I., will be suppressed, and very properly too.

THE wheelmen of Elizabeth, N. J., in trying to influence the religious societies of their city to purchase tricycles for the clergymen are doing good missionary work. This kind of proselyting seems rather like turning the tables doesn't it?

THE mail and telegraph failing us we are not able to give the result of the six-day race which took place at Philadelphia last week. At last accounts Rhodes led at 134 miles, and all the rest right up within a few laps. It was any body's race on Thursday.

A REFERENCE to the official announcements at the head of our editorial column will disclose the fact that the BICYCLING WORLD Co. has placed Mr. Geo. D. Hazard, No. 83 Equitable Building, in charge of its advertising department. We would refer our readers to this official announcement.

ANOTHER scheme is being pushed in Rochester, N. Y., to build a cycle track along the right side of the Boulevard to the lake. There has already been guaranteed \$200 by F. L. Hughes, R. A. Punnet, Wilmot Castle and Thompson & Kenfield, provided it is finished by June 1. It is to be four feet wide, and it is proposed to charge five cents for the round trip, the guarantors taking \$200 worth of tickets and disposing of them as they see fit.

WE never saw a worse day in Boston than last Monday was. It snowed, it rained and it blew a gale, the very heavens seemed to appreciate the fact that Boston's darling, Boston's little tin god, John Lawrence Sullivan had met with defeat at the hands of one Charles Mitchell, a blarsted Britisher. Boston was a sad place last Saturday and Monday (to say nothing of Sunday), bank presidents, railroad Directors, millionaires, boot blacks and newsboys, alike, showed evidence of crushing calamity. On the crowded streets, all one had to whisper was the name of that hated pug, Mr. Mitchell, and the crowd would disperse and fly from you as from one afflicted with leprosy. Yes, Boston is sad, and so is Sullivan, we hear. Now, if the Fates wish to crush us entirely they will see to it that Howell beats Rowe. What is there in life worth living for in case of such a dire double catastrophe?

THE wheelmen of Northampton, Mass., Springfield and Holyoke, are determined that the proposed cinder path between Holyoke and Northampton shall be an accomplished fact by next fall. The distance is 10 miles over pretty tough roads. The scheme is as follows: To begin with, permission must be obtained from proper authorities, and the path will be located as near the fence as possible and away from the highway so that teams in passing shall not drive over the path and cut it up. About three feet from the boundary fence was the distance aimed at by the constructors of the Binghamton path. The ground is first picked and dug up to the depth of about one foot, and all sods, stones, roots etc., that would tend to crop up after a little wear are thrown out, then the path is rake smooth and rolled thoroughly with a heavy roller. Next come the cinders or, if cinders are not available, ashes makes a good substitute; another rolling of these, and if possible after a rain, when the whole is moist, makes a most desirable path. There are places where deep gulches caused by small streams, are met with and in some cases it is more expedient to construct a rough trestle work and bridge these places than to fill them up. The way this is done is by bringing the trestle work up to the desired height, making a good flooring, perfectly ridable and put a rail on each side sufficiently high for safety. Three hundred dollars has already been subscribed, and there is no doubt but that the required amount, some \$700 to \$800, will be forthcoming.

WHEEL CLUB

NEWS.

THE annual meeting of the Rhode Island Wheelmen was held Feb. 13th, and the following officers were elected: President, James A. Kinghorn; Vice President, Ansel L. Sweet; Treasurer, Howard L. Perkins; Secretary, Wm. A. Bennett; Captain, James L. Speirs; First Lieutenant, A. F. Titus; Second Lieutenant, Geo. P. Hutchins; Trike Lieutenant, Geo. L. Cooke.

THE Brooklyn (N. Y.) club now propose to build a new club house.

THE Fort Wayne (Ind.) Bicycle club held an informal reception and smoker at their rooms Saturday evening last, March 10.

THE Winona Bicycle club have issued regular blanks and rules for use of those who intend to compete for the long distance record for 1888.

THE Rhode Island Wheelmen, of Providence, gave a most enjoyable ladies' night last Friday. The lady friends of members presented the club with a handsome French clock.

OFFICERS for 1888 of the Cambridge Bicycle Club: President, John Amee; Captain, Geo. A. Perkins; Secretary, Geo. A. Nash; Treasurer, J. H. Daggett; Executive Committee, above officers and Emmons C. Ellis; C. A. Underwood, J. H. Grimes.

At the annual business meeting of the Toledo Cycling Club, held March 5th, the following were chosen officers for 1888 and 1889: President, Fred Boice; Vice President, Geo. S. Mills; Secretary and Treasurer, Geo. S. Waite; Captain, H. Richards; Lieutenant, W. Morgan; Color Sergeant, J. H. Kitchen; Bugler, W. Howell; Members of Club Committee, President, Vice President, Jno C. Keller, and Smith Comly.

THE Wanderers' Bicycle club, of Toronto, last week elected officers as follows: Hon. President, C. H. Riggs; president and vice-president, C. P. Orr and F. T. Morphy; captain and vice-captain, G. H. Orr and D. Nasmith; first lieutenant, B. Brown; second lieutenant, A. S. Rennie; third lieutenant, Geo. Toye; secretary and recording secretary, H. J. Sylvester and J. H. Taylor.

THE Hudson County Wheelmen, of Jersey City, N. J., have elected the following officers for the ensuing year: President, Dr. E. W. Johnson; secretary, Theo. F. Merseler, Jr.; treasurer, Carman Nichols; captain, E. P. Baggot; first lieutenant, W. E. Elbridge; second lieutenant, F. J. Gubelman; sergeant, F. C. Sheldon; R. G. W. Robertson, Jr.; L. G., H. C. Pearsal; bugler, G. L. Bettcher; color bearer, N. E. Feury.

At the annual meeting of the Capital City Cycling club, Washington, D. C., held last week Tuesday evening at the Hotel Palace, the following officers were elected for the ensuing year: President, T. F. Sheridan; vice-president, R. N. Baker; secretary-treasurer, W. S. Reed; board of directors, William E. Henkle, Frank Channing, A. A. Billingsley, the president, vice-president, and secretary-treasurer; captain, W. S. Reed; first lieutenant, William H. Burt; second lieutenant, Robert Walker; bugler, A. T. Westlake; color bearer, A. A. Billingsley; quartermaster, J. P. Fogarty. Two new members were mustered in at this meeting, Ralph N. Baker and A. T. Westlake.

On the evening of March 1st the Essex Bicycle Club, now the oldest club in the League of American Wheelmen, if not the oldest bicycle club in America, held its ninth annual meeting, electing the following officers for the ensuing year: John B. Lunger, President; Frederick J. Keer, Vice President; Wm. S. Righter, Secretary and Treasurer; E. Eugene Sargeant, Captain; Madison Alling, Lieutenant; Elwood C. Harris, Charles Joy and Herbert W. Knight, as members of the Executive Committee. After the usual routine club business, and a general debate as to the best means to advance the welfare of the L. A. W., a recess was taken, while all the members present proceeded to do the usual wheelmen's justice to a dinner furnished by one of our most popular caterers, when the viands having given place to the cigars and the flowing bowl, the meeting was continued, the reports read, the debates taken up, with an unusual display of wit. Not till the hands of the clock, like our wheels, had traveled round many times, did the meeting adjourn.

An event of much interest to Holyoke Wheelmen occurred Friday evening of the past week. It was the inaugural entertainment of the Holyoke Bicycle Club at their new quarters in Rigall's High Street block. Some thirty wheelmen were present, and the presence of talented musicians and singers rendered it an occasion of much enjoyment to those present. The most pleasant feature, however, was the presentation to the club, by Mr. H. M. Senior, the President, of a valuable oil painting, representing the windward work of the Volunteer and Thistle, the handiwork and gift of his wife. The club is now in a flourishing condition, and has club rooms fitted up in elegant style. The officials of the club at the present time are: President, H. M. Senior; Secretary, E. H. Meader; Vice President, M. Druce; Captain, F. L. Arms. The Holyoke Northampton cinder path scheme will soon be a *fait accompli* as the united exertions of Messrs. H. M. Farr and E. C. Clarke have brought the required fund to a point, not far from the necessary amount. The League division treasury and other generous wheelmen need not hesitate in sending along their subscriptions, however small, to further the good cause.

As explained last week, pressure on our space made it necessary to hold over a good deal of interesting matter, among which was an interesting article on the reception given by the Kings County Wheelmen, at their new club house, No. 1255 Bedford Ave., Brooklyn. The affair took place on the evening of Feb. 21, and was one of the most successful ever given by any club. City officials and prominent business men of Brooklyn and New York were present. Speeches were made by many, and a fine time generally was had. The K. C. W. club house is one more added to the already long list of palatial club houses in the country. The

present Board of Officers of the Kings County Wheelmen is composed as follows: Franklin W. Loucks, President; F. W. Lovejoy, Vice President; Melville H. Leighton, Secretary; T. S. Snyder, Treasurer; Malcomb L. Bridgman, Captain; H. J. Hall, Jr. First Lieutenant; T. C. Crichton, Second Lieutenant; R. W. Steves, Color Bearer; E. R. Nichols, Bugler. The Board of Trustees of the club consists of F. W. Loucks, F. W. Lovejoy, M. H. Leighton, M. L. Bridgman, A. R. Smith, Charles Schwalbach, Henry J. Hall. We wish we had space to describe the house in detail, but we have not. The club was formed in April, 1880, and has steadily grown into prominence and strength, as one of the foremost clubs of the United States.

EVER since the Long Island Wheelmen took possession of their new and elegant club house, on Bedford avenue last fall, they have continued to grow in numbers until their quarters threaten to become too small to accommodate them. Although known as "The Fossils," there appears enough life in them to cause some people to doubt whether the name is suitable to them. Since the season closed when riding ceased to be particularly enjoyable, they have indulged in all sorts of in-door amusements. Billiards, pool, and bowling is well patronized every evening. Besides, every week one night is devoted to some special entertainment, which is always successfully and enjoyably carried out. This is largely due to the untiring efforts of Mr. Clark, who is chairman of the Entertainment Committee. The season opened with a "house warming," to which were invited representatives of other clubs, and members of the press, at which time the house was taxed to its utmost capacity. Following this came a ladies reception, tendered to the ladies friends of the members—a very swell affair when the house was well filled. Since then each alternate Saturday night, an interesting programme has been arranged and enjoyed by members and their male friends only—known as stag night. Two weeks ago Saturday night, "A Mock Trial" was given with great success, and was reported by the press. Last Saturday night was a "stag night" again; a "smoker" was the entertainment for that evening. This consists of various entertainments, such as music, vocal and instrumental, and readings. Cigars, tobacco and pipes, are liberally provided, and a light supper served later in the evening, and members and their male friends enjoy it in an informal way. Saturday, the 25th., was what is known as "ladies night," which on the Saturday evenings following between the "stag nights." This is an entertainment provided for the members and their ladies friends, and generally consists of music and dancing. A very well arranged programme was enjoyed by about seventy-five persons on this occasion. There would have been a much larger attendance, probably, had the weather not been so threatening.

"BALTIMORE IS ALL RIGHT."

A SKETCH OF THE PROGRAMME.

WELL, it is a positive fact that the League will now meet in Baltimore on the 18th, 19th, and 20th of June next, as the invitation of the Maryland Division was accepted, at the meeting of the Board on March 5th in New York. Consequently every member of the L. A. W. should begin arranging matters so that he can attend. Baltimore at the season named is in her prime, and can afford much real pleasure and enjoyment to her visitors. This coming meeting is the most important one since the organization of the association, and it is the duty of every member, who possibly can, to be present and take part in the re-organization of the L. A. W., as the report of the Re-organization Committee was referred over by the Board of Officers at their meeting, to the general meeting in Baltimore on June 19th. Consequently those members of the League who are interested in the management of the organization, should make special efforts to be present, but whatever they do, we hope they won't stay at home, and then kick because things did not go to suit themselves. Well, what inducement is old Baltimore going to offer for the L. A. W. members to visit her? She is going to receive them with open arms, and in such a way that no one but Marylanders can, as the hospitality of Maryland is peculiar and pleasing in itself, and every one who visits her will always vouch for her welcome to all strangers. The programme of the meet will be as follows: First day, 10 A. M.—Meeting of Board of Officers; 2.30 P. M.—Meeting of L. A. W. for re-organization; 8.30 P. M.—Meeting of Board of Officers. During the morning of the first day, the visitors will be shown through the different club houses, and other places of interest, while the Board of Officers are in session, and in the afternoon every one, Rank and File, will be in attendance at the meeting for re-organization, etc. In the evening, while the Board of Officers are again holding their meeting, others will spend the evening at the club houses, or enjoy a moon-light run through the Parks, or join the ladies' evening run.

Not So Simple But Fact.

Marion, Ind., Feb. 22d, 1888.

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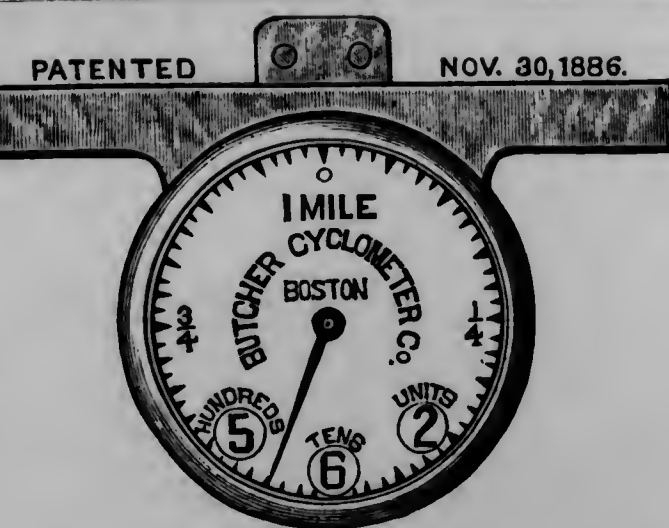
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THE PARADE WILL FORM

at 9 or 10 A. M. the second day, the route of which will be very short, and over easy riding ground, and will disband in Druid Hill Park, where the League photograph will be taken, and then all join a most pleasant run of two and one-half miles over a fine road to the Arlington Driving Park, here a substantial lunch will be served, and at 3 P. M. the races will begin. Nothing will be left undone by which good sport and close races can be had; already some of the country's fastest men have promised to be on hand. Then wheel back to town via Druid Hill Park. Get supper at 8.30, report at a hall which will be secured, and then enjoy a gigantic Smoker, with plenty of "good, not so good, and horrible music" in attendance. Here the evening will be spent as each individual fancies best.

Third day—At 8.30 A. M. the 25-mile editors' race will be run at Druid Lake (or at least an invitation will be tendered the editors to run this race at Baltimore, which will probably be accepted). After this race (should it be run) the tours and runs will be started, of which there will be many, and any visitors coming to the meet without wheels will miss a great deal of pleasure, and many sights well worth seeing in and around the city. These runs will mostly be short, will take in many most beautiful and romantic spots in the suburbs of the city, and will return to the city in time to take steamer for down the Bay; except one route, which will be to take in the finest stretch of shell road in the country (no exceptions). This route will probably embrace about twenty miles of superb riding, and will be met about ten miles down the river by the excursion party. This excursion referred to will be

THE GRAND WIND-UP OF THE MEET

of the L. A. W. No more of those stiff and tiresome banquets where we must be tortured by speech-making, etc., but we wind up with a grand old time. In imagination please follow me in what will occur. At 3 o'clock the L. A. W. will leave the Baltimore Pier, embarked on one of the finest and largest excursion steamers in the country, occupied only by the L. A. W. members, a few selected friends, and many of the Baltimore ladies. After visiting different points of interest in the harbor, the course will then be turned outwards, and accompanied by a magnificent band which will be engaged in concert, a stop will be made to pick up the tourists who had started out in the morning via the shell road. Then all aboard once more, and we will pass out into the world renowned Chesapeake Bay. By this time the orchestra in the dancing saloon will have started up, and the wheelmen can enjoy the fascinations of dancing on a highly polished and waxed floor, while others above can enjoy the hurricane deck, the open-air concert by Baltimore's best military band. While all this is happening we will have been ploughing the waves, till a little ahead we will notice the tall steeples, and recognize a large building, off the star-board bow, what is it? As I live, we are approaching

THAT ANCIENT CITY, ANNAPOLIS,

the capital of old Maryland, and here we slip past a huge training ship, now a man-of-war, and now we slow gracefully up to the wharf of the Naval Academy. Here we will disembark; the band will go with us and station itself on the lawn in the Naval Academy grounds, while we are looking around seeing the many interesting sights. We shall spend an hour, visiting different points of interest, the State House, the Governor's residence, and many old land-marks of revolutionary fame. At last the steamer's whistle calls "all aboard," and we suppose we are to return direct to Baltimore. But no, it is only 6 o'clock and we have hardly commenced; now we back out from the wharf, turn round, and the steamer picks its way out the narrow channel of the River Severn. Now, we enter the Bay once more, and round a tremendous bluff that stands boldly out from the shore. What place is that we see where all those magnificent buildings are, decorated with bunting of all descriptions? What a beautiful place! That is Bay Ridge, the "Coney Island" of Baltimore. Here we land, and once more tread upon terra-firma. Now it is about seven o'clock, what is to be done? Off here is an immense open Dancing Pavilion, with full orchestra playing full blast. Off there is a Gravity Railway, over yonder is a long stretch of bath houses, and the

BOYS AND GIRLS ARE HAVING A GOOD TIME

splashing in the salt water. Down there is an immense music stand, occupied by a full brass band in concert, and Innes, the trombonist, is playing a solo, or some other specialist is performing. What is that in the centre? That is the dining hall, which seats 1200 people; there at 8 P. M. we have a supper, and oh! such a supper! By eleven o'clock we have had plenty to eat, tired of dancing, and almost tired of living. But the moon has come out to greet us, and is staring down at us as if he was about half or three-quarters full, so we get on board the steamer once more and pull out from the wharf. But, Bang! Bomb!! Phiz!!! the earth turns

inside out; oh no, 'tis only a few parting fireworks; they will soon die out in smoke, so we will let her go for Baltimore, and land at the pier about one o'clock Thursday morning, and the Ninth Annual Meeting of L. A. W. will be over, and old Baltimore shakes hands all round, alas, the best of friends, old and new, must part. By next week all committees will be in shape for publication, and members can get all information necessary. But don't miss coming to Baltimore June 18th, 19th and 20th. "SKIN."

AGED RIDERS.

HERE is an item that should start the ball of competition rolling in a new direction. The writer is a prominent wheelman living in a well-known cycling centre. "Let us start a championship for 'aged' riders. I am fifty-one years old, have been a rider of the bicycle for six years, and am good for fifty miles a day with the boys. Is this 'record'?"—*St. World, March 2.*

If any reply is wanted to the above, permit me to state that I am sure the "riders" will respond to such an invitation.

An "old man's" race would be something unique, and it would be lots of fun to see the gray-beards "whoop her up." Make the youngest limit forty (40) years, allow a handicap for ages over that; have a race of say ten miles.

How would the next league meet do? I understand there is a good ten-mile course in Baltimore.

Talking about ages, there is one rider in Brooklyn, N. Y., eighty odd and several beyond the forty-year limit. One lively old bird at Mystic, Conn., has lots of "go" in him, and is something over sixty at that. Several elderly riders in New York City and New Jersey can show up some ancient metal of the right sort, headed by "Ixion," who must be fifty-five at least. "No. 5550."

ROAD RACING.

I HAVE been watching with considerable interest the discussion and fight that is going on in England on the road racing question. The great trouble seems to be that the N. C. U. and its supporters are handling the matter in a half-hearted way. I do not feel at present able to define my feelings as to whether road racing is desirable or not. Certainly it is one thing or the other, it is either flesh or fish, it cannot combine both in one. I am strongly of the opinion that the position taken by the Bicycling World to the effect that the local authorities and race promoting club should decide the matter. By this method the question would adjust itself without the aid or interference of any national organization. I, however, think that in case of the refusal of the local authorities to permit road racing over the highways under their jurisdiction it riders persist in racing in defiance of such refusal, then the national body could step in and supplement the punishment of the civil authorities by denying the right of amateur status to the wrong doer. It seems to me that this is the way to meet the difficulty. Let the national body follow the lead of the local authorities, it will be perfectly safe in so doing. This half way of dealing with the matter appears to me to be absurd. Why prohibit road races for all distances under 100 miles? The fact that the N. C. U. or the L. A. W. "permitting" road races for all distances of 100 miles and over would in no way change the attitude of the local authorities. The local law authorities will refuse to be influenced by any ruling that the N. C. U. may make as to what distances may be run, therefore, why make any such foolish rule? Make it imperative that the road race promoters do not race in direct opposition to the commands of the authorities and the distances to be run will be of small moment. When the custom becomes a nuisance, road racing must be stopped, and all law-abiding cyclists will combine to aid in stopping it. Let the protest and command come from the People first, and then it will be time enough for the N. C. U. or the L. A. W. to take action. I think that the action of the L. A. W. in withdrawing its moral support from the practice is perhaps a wise move, but I firmly believe that any other action than that of supplementing the road authorities' action is foolish and arrogant in the extreme. SANDY.

HOT ON A BICYCLE.

"I DON'T know how long ago it is since I began to learn to ride a bicycle," remarks Mr. James Payn in one of his recent notes in the *Illustrated London News*; but it is certainly more than three years. It was at some establishment in Piccadilly which had a slanting floor. This was supposed to be a great advantage, because the machine went of itself, and, as the proprietor of the place asserted, "encouraged you." Nobody ever went there that I ever heard of except myself; but dead men tell no tales. As I rushed down that declivity by the dim gaslight, I used to wonder whether others had attempted to perform the same reckless feat and fallen victims to their foolhardiness. If you didn't turn the machine sharply when

you arrived at the bottom, you were as dead as the wall. I had given two guineas for twelve lessons, and was bound to go through them; but, after the first, I hired a boy, as I gave out to instruct me, but in reality to ensure my personal safety. He ran by my side, and I clung to him with one hand, and sometimes with both, as Mr. Winkle on the ice clung to Sam Weller. When I learnt to go alone, I stationed him with his back to the wall, ostensibly to give me verbal directions; but of course it was understood that he was to prevent a catastrophe, which, being very stout for his age, he was well fitted to do. His presence there gave me great confidence, though I protest it never made me careless—no, not for a single instant—but I let myself go rather more freely than I should have done. I am sorry to have to record it for the sake of our common nature, but, forgetful of the loyalty due to his employer—he had not one trace of that feudal feeling which was once our country's pride—he dodged at the critical moment, and, but for a spasm of terror which turned the handle of the vehicle, I should not now be alive to relate his treachery. The machine was shattered to fragments; but—the Welsh are right, I think, in attributing a certain malice to him as well as ill-luck to some inanimate objects—in its last agonies it bit me severely in the leg. I have never been 'hot upon bicycles' since then."

MARCH CYCLING. LATITUDE OF BOSTON.

The sun was bright and warm,
And the roads were smooth and hard,
So we trundled out our wheel,
And adventured country-ward.

The buds were peeping out,
And the birdies chirped and twittered;
And over all the landscape
Merry sunbeams glanced and glittered.

But twenty miles from home
A blizzard swooped down on us;
And we'd only cycling togs—
And airy ones—upon us!

Next morning we were found
In a cake of solid water,
And it took more ardent spirits
To revive us than it ought'er.

This was a week ago,
So we're not as yet quite thawed out;
But if by June, it comes out warm,
We may get that cycle sawed out.

PEDALS.

A NEW KIND OF A LIAR.

THEY have found a new kind of a club liar down in Maine, "hard-featured, rock-bound Maine." It seems the boys had started in mild on the subject of art and the capabilities of artists. One of the party having just returned from Boston where he had viewed the two great cycloramas, and he had been expatiating on the wonderful illusion of these paintings, thus starting the ball a-rolling. Things got pretty hot, the lies were getting to be unctious and indigestible, when finally the climax was reached by Snodders, familiarly known as the "boozer," giving the following: "You know, boys," said Snodders, with a whiskey and watery wink, "how hard 'tis to get good liquor in Maine. You fellers have been lying pretty hard, but what I'm tellin' you is *sober* truth." ("Sobriety and Snodders," the combination caused audible grins.) "Well," continued Snodders, "you know what an artist Bob Simmons is? One night there was a possum of us over at old Simmons' house, and we got arter Bob to paint us a pictur'. He said he didn't feel like paintin', and kept on makin' excuses, till old Simmons went out and fetched in a bucket of paint an' a bresh an' told Bob that he jest must paint some sort of pictur', whuther or no. Wall, Bob he took up the bresh an' begun to slosh it aroun' till the fust thing we knowd he had done painted the pictur' of a jug. It was jest as nachul as any jug I ever seed, an' when I tuck it up an' sorter shuck it I heard sumthin' slosh. I turned it up, I did, and hanged ef thar wasn't whiskey in it. We let in to drinkin' it, an' it wan't long till we was all drunk."

Up to this moment little Dick Stokes—"Sleepy Dick" he was called—spoke up for the first time, and said with a yawn, "Boys, those are all shameful lies, now I'll tell you a true story, there ain't no fun in an impossible lie. Yes, boys, my story is true, and I'll bet my bicycle agin yours, Snodders, that I can prove the truth of my story."

"Wait till I hear your yarn," said Snodders.

"Here goes," replied "Sleepy Dick." "You fellers all know Sam Hadley, and know he can ride his bicycle as well as paint a picture. Well, I was in Bill Ricketts' store the other day, and Sam had just ridden up on his machine and was in the store guying Ricketts. We got discussing art, and so to show his skill and to amuse me he got a pot of black paint, and painted a bicycle, and I'll be darned if it wasn't so well done that Jim Harkins came along, took the darn thing, jumped on board of it, and rode down street like mad."

"I'll take yer bet," shouted Snodders. "Now prove the truth of the story."

"Well, you see, it was this way," said "Sleepy," after having indulged in a good yawn, and rubbed his eyes. "You know that old second-hand bike Ricketts has had in his store for so long? Well, Sam just took a brush and some black paint and began to paint that old machine all over. You'll mind, boys, I didn't say Sam painted a *picture*, but a bicycle!!!"

The howl that went up drowned the noise of the slamming door, as Snodders escaped; as for Dick, he only said in a sleepy tone of expostulation, "you should *not* lie so, boys, it is not moral," and then he tilted his chair back, and slumber once more held him as her own. Next day Dick put up Snodders' bicycle at auction, and Snodders "bought it in" for \$25.00 and drinks for the crowd.

A REMONSTRANCE FROM STARLEY & SUTTON.

Editor Bicycling World: In your issue of Feb. 3d., we see it stated that we have not got over our aversion to American visitors. The writer of these words, expresses the very reverse of the fact, when he tries to make us out as prejudiced, or in anyway selfish or close minded. We are always most happy to welcome any one from America, and if it gives them pleasure, to show them over the works. The whole tone of remarks are caddish in the extreme! If you will make any enquiries you like from any authorities in this country, you will find that their opinion of the firm of Starley & Sutton is to tally different to what any one would imagine it to be, after reading the remarks of your correspondent. We have been recommended by Messrs. Hille & Sturmer to place an advertisement with you, as your paper is a good medium, and we don't think they would have done so, unless your paper was carried on impartially, and we therefore bring the remarks of the "Senator" before you, as we fear they have escaped your notice.

Yours truly, STARLEY & SUTTON.

[We are very glad to print the above, and we can only say, we think the "Senator" did not fully weigh the import of his remarks which, unfortunately, found space in our columns.—Ed.]

THE ENGLISH, FRENCH AND AMERICAN TEAMS WILL BE HERE IN AUGUST.

Editor Bi. World:

AFTER very careful consideration of the subject, the American team, that has earned for itself a popular repute in this country and the wide world over, has decided to return to America in August next. The numerous letters received by the manager of the team from intended tournament projectors, and Mr. Henry E. Ducker in particular, and the energy of the BICYCLING WORLD in advocating reform in cycle racing, have in a great measure done much in deciding our return from, and to forego lucrative engagements both in Great Britain and the Continent. Further, our interest in American cycling has also to a great extent made this step imperative on our part. It is well known through various causes that cycle racing has been practically a failure in America for the past two years, through causes known and unknown; and considering our future will probably be cast in the sport, we have decided to return and add our mite in endeavoring to place cycling on the popular plane it deserves to be. There is no reason why cycling should not in the near future be the national pastime of the United States. It certainly deserves to be more than the sports which now rule supreme. If the programmes of the several projected meetings are announced early I have no reason to doubt that several fast English and French champions will cross the briny to meet Americans in battle on the cinder path. I heartily concur in class-racing for amateurs and professionals, and must congratulate the American press, and Bi. World in particular, in the campaign they have inaugurated to introduce same. I think the rules of the National Trotting Association of America, with a few alterations, could be made acceptable for class racing. Let us all, then, unite in making a radical reformation in the sport, and endeavor to make the year 1888 a jubilee year in cycle racing for the United States of America, which will undoubtedly be the means of improving not only the sport, but the cycle industry generally. With road riding I have little to do, but it seems to me the suggestion of Col. Albert

Pope last year as to appointing a surveyor to look after the road question, is just as important and commendable as class racing to popularize the pastime. I hope the manufacturers, now that they are freed from "team expenses," will lend a generous, helping hand (as they always have done) in making tournaments paying to the promoters. The generous help of the editors of the general press will, I have no doubt, be continued, and to them we must, in a great measure, look for success in all our undertakings. We owe them much for the past, we expect from them much for the future. For my part, representing the American team, I will use every endeavor to do all in my power to assist the same. Any information regarding the addresses of cyclist both in this country and the Continent I will be happy to furnish, and will use any influence I possess to secure their entries. All letters to the London *Sporting Life* (148 Fleet St.) will be attended to. With greeting to all from the American team, I remain yours, "SENATOR" MORGAN. London, Eng., March 1st.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

SOME of the English daily newspapers are taking a stand against road racing.

THE Clark Cycle Co. have placed an order for 750 New Rapid bicycles alone. This is a splendid order, and shows the kind of a swathe this concern intend to cut.

We acknowledge the corn, and we submit gracefully to the strictness on our criticism in the following, received from Mr. N. C. Fowler of the Pope Mfg. Co.: "I read your criticism on the Pope Mfg. Co. valentine with mingled feelings, surprise paramount. I have always possessed an inborn admiration for the thought-to-exist artistic insight of the editor of the BICYCLING WORLD. And now I find him to be the only assumed-to-be intelligent man yet reported, who utterly fails to grasp the significance of the valentine design. I might say here, that, on account of an inevitable occurrence, the chromatic effect is not as fine as expected, but that lack doesn't affect the idea of the design. The design is allegoric simplicity, a kindergarten reminder that the cycling season is opening, or, to put it shorter, spring bursting through winter. And you did not see it."

"THE Mule," writing from Chicago, sends us the following morsel of news: "It is quite probable that John A. Wells, of Philadelphia, and Hal Greenwood, of St. Louis, will meet in a hill-climbing contest shortly after the League meet. Ned Oliver has been deputised to take care of Wells' interests, and to-day I found him writing a letter to St. Louis, proposing one race at De Soto, one at Eagle Rock hill, Newark, N. J., and a third, if necessary, on Corey hill. Oliver proposes that each side deposit \$50 for a gold medal, the loser to pay all expenses, which are to consist of railroad fares and hotel bills. Wells and Jack Rogers are also to engage in a race of some kind at the League meet."

THE Springfield Roadster people are likely to have many men on their bicycles this year that will be heard from both on the road and on the hill—Corey hill especially!

WILLIAM READ & SONS report the opening spring trade as being unusually strong and lively. Well, with a machine like the New Mail it is natural that it should be "lively."

ENGLISH riders who visited the late Stanley Show are now fully satisfied that we in America can build a wheel. This conclusion was arrived at after seeing the exhibit of the Pope Mfg. Co.

MR. ALEC HILL, of the Coventry Machinists' Co., will arrive in Boston per Catalonia and will travel through the States the coming season in the interest of that Company. We wish Mr. Hill success in his new field of labor.

ON the matter of cyclometers, it will be remembered that the route of the WORLD's road race last fall, was surveyed by a cyclometer made by the Butcher Company. So accurate was the cyclometer found to be that repeated trips failed to show a variation worthy of note. In the distance, 20 miles, the variation was limited to less than 40 feet, a variation easily accounted for by the sinuosity of the wheels' track.

We thank Bi. News for kind words in connection with our consolidation. It says: "We cannot help congratulating the officials on the move, as the WORLD is certainly, in our opinion, the best conducted and most readable of our transatlantic contemporaries. It will seem a big change to find Bassett and Foudrinier and Co. side by side, after having known them as antagonists—shall we say—for so long; but it will be for the public good, and we are glad to see it." In connection with the above, we desire to say we have a very nice little paragraph written by Gentleman John complimentary to Mr. Hillier. The paragraph alluded to will see the light of day very soon.

THE Overman Wheel Co. show some strong testimonials on the front page in this week's issue. The excellence of the Victor wheels is in keeping with the excellence of these testimonials.

J. H. SHURMAN has gone to St. Louis to have a look at De Soto hills, and to show what the Springfield Roadster can do on that celebrated route. Mr. McCune will accompany Mr. Shurman.

THE Victor Jr. is now on exhibition at No. 182 Columbus avenue. The 1888 pattern of the Victor Safety will be on exhibition early next week at the same place.

THE boys' safety and the new small-wheel tricycle are attracting great attention at the store of Messrs. W. B. Everett & Co. To look at the beautiful little rear driver makes us wish we were a boy again.

"WM. READ & SONS did the handsome thing by the New Mail in the first issue of the combine," said a well known wheelman to us the other day. Yes, we rather think they did the handsome thing, and we believe the enterprise will bear generous fruition.

WE rode an Ivel Safety the other day—only a short ride on a level floor in the warehouses of Wm. Read & Sons, but it was enough to make us wish to try this celebrated machine on the highway. The ease and steadiness of steering was very apparent.

"PROSPECTS for a large and elegant trade," is about the report we receive from the Clark Cycle Co. of Baltimore. We are promised particulars from this firm at an early day in regard to anything that may be novel in the New Rapids or Quadrants.

THE White Cycle Co. have purchased land at Milford, Mass., and as soon as the weather will permit they will build a factory exactly to meet their wants. Special machinery is being constructed, and will be put in place the moment the building is completed.

THE first four at the finish of the recent 72-hour race rode American Champions and light Champions. They were Dingley, Knapp, Hollingsworth and McDowell. It was the latter's first bicycle race, and his showing would seem to indicate that he had a future.

GORMULLY & JEFFERY have their little say on the testimonial question, as will be seen by referring to their advt. There are two of 'em, but they "arrive at their intended destination in a manner similar to the original design." In other and vulgar vernacular, "they get there."

MR. O. S. BARRETT of Adrian, Mich., and who in the war of the rebellion lost the use of his limbs below the hips, thus writes in regard to his Singer velociman: "My cycle is all right. I can handle it beautifully, and would not exchange it for the best single-horse rig in our city. It is a daisy."

THE Coventry Machine Co. are pulling strongly into line for a vigorous campaign the coming season. By the way, local riders and others should remember that the Coventry have one of the best equipped repair shops in the city. We wish for this concern all the success that is due the makers of a machine the superior of which does not exist.

THE Victor catalogue for 1888 is out, and is a model of its kind. It, of course, contains cuts and descriptions of all of the Overman machines and parts thereof, but it also contains a long list of the sundries that the cyclist needs and uses. On the last few pages of the catalogue they have a number of testimonials, headed "The Proof of the Pudding," and the League sign-board stencil, which indicates "O.K. Bicyclers go this way," a very neat and enticing way of calling the attention of riders to the way they should go. By all means send for one of these catalogues.

THE Gormully & Jeffery Mfg. Co. have recently gotten up a very novel machine for testing the bearings of their bicycles before they are shipped. It consists of an endless plank bed about 20 feet long by three feet wide, and is very similar to the bed used in the old-fashioned threshing machine. It attains a speed which causes the wheel of a bicycle to revolve at the rate of fifteen miles an hour. By putting the weight of an ordinary man on the saddle the same result is accomplished without injury to the wheel as though the bicycle was actually ridden on the road.

THE question of appropriate dress and underwear for the cyclist is getting to be more and more a matter where intelligence, and regard for health and comfort take a place in the minds of riders. We cannot urge too strongly on the readers of this paper to take into consideration the claims of the Jersey Fitting Underwear Co., an advertisement of whose goods appears in this issue. We ourselves have used some of these garments and can speak with great satisfaction as to their worth. Messrs. Holmes & Co., the patentees, will send catalogue and price lists to all who desire to purchase. After having once used these goods we are satisfied that the wearer will continue to use them. Read their advertisement carefully and act accordingly.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.
VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.
TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.
SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.
EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

STANDING COMMITTEES.

MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

RIGHTS AND PRIVILEGES.—C. H. Lusk, 280 Broadway, New York; Winfield S. Slocum, Herald Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Share, 335 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD.—Dr. J. H. Cooley, Plainfield, N. J.; W. M. Brewster, 309 Olive St., St. Louis, Mo.; Chas. H. Potter, 99 Superior St., Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. Sanderson, Scranton, Pa.

TRANSPORTATION.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 323 West 58th St., New York; W. S. Bull, 360 Main St., Buffalo, N. Y.

TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

THE renewal lists are closed with that published this week. We have placed 7848 names on the renewal books, and our total membership, including applications published to-day, is 8675.

THE League goes to Baltimore for its annual gathering. We are to have a Constitutional Convention, a business meeting of the Board of Officers, a parade, races, theatre party, and a sail on the bay. Many runs will be arranged for the entertainment of visitors, and a special ladies' run will be on the programme of events. The excursion on the bay will include a visit to the Naval Academy at Annapolis, and a picnic lunch at Bay Ridge. Baltimore issues a very cordial invitation, and we do not doubt she will meet with many responses.

IN answer to letters of inquiry sent to this office we will say that the members of the Board of Officers now in office will hold their positions until September 1st. The

election will take place between the dates July 15 and Aug. 15, and the new Board will assume its duties Sept. 1.

THERE is developing some opposition to the proposition to give League clubs a representation in the Division Board of Officers. This clause was put into the new rules in recognition of a demand that something should be done for League clubs. These clubs are recruiting stations for the League. They are a force that must be recognized. To become a League club a club must handicap itself and make many sacrifices. They should have something in return, and the little that is given them by the proposed amendment is by no means too much. Failure to pass some such law as that now before the League would lead to the withdrawal of three out of five of our League clubs, and the League would lose very many members.

WILL the coming lady ride a bicycle? One year ago one would have given an emphatic "No" to this question, but the world moves, and the Washington ladies are now riding the two-wheeler. We saw the wheel ridden by a lady in New York, and must confess that many of our prejudices were removed. She rode well and accomplished the mount and dismount with ease and grace.

THERE are a few good reasons for holding a parade on the occasion of the annual meet, and a very few. It is no more than fair that the wheelmen who enjoy the hospitalities of a city's people, should appear before their hosts in their capacity as wheelmen, and the business houses that contribute money towards the entertainment of the guests have a right to demand that some public display be made in order that they may have a chance to get back a portion of what they have paid in. In this view of the case every wheelman who goes to Baltimore should go with the intention of joining the parade. There are many that dislike this feature of the annual meet, and they will tell you that the day for parading has gone by. But all our duties are not agreeable in the performance, and those who dislike to parade should, nevertheless, report for duty and go through the ordeal with the best possible grace. We owe something to our hosts.

NEW JERSEY wheelmen are to be congratulated on the passage of a Liberty Bill by the Legislature. Chief Consul Cooley has worked hard to get the bill through, and deserves great credit. The good work goes proudly on.

DOWN in the little town of Warren, R. I., the wheelmen have been to town

meeting. Chief Consul Davol writes us: "We carried everything we tried to carry at town meeting to-day. Elected a new council with two wheelmen on it, and an entire ticket in favor of road improvement. We appropriated \$3000 for the streets, and \$600 to purchase a road scraper and roller. It was a big victory for a little town, and the wheelmen are happy."

MASSACHUSETTS DIVISION.

A meeting of the Board of Officers of the Massachusetts Division, L. A. W., will be held at Young's Hotel, Boston, on Saturday evening, March 31, at 7 o'clock. Dinner will be served at 7 o'clock, and the business meeting will immediately follow. H. W. HAYES, Chief Consul.

RESIGNATION.

To the Members of the District of Columbia Div. L. A. W.:

Gentlemen—My business affairs preventing me from devoting the time and personal attention to the Division which the office of Chief Consul requires, and believing a change will be for the best interests of the organization, I have this day tendered to our President my resignation.

I have also suggested to him the advisability of appointing as my successor Representative George S. Atwater of Washington, one who will fill the position with credit to himself and honor to the organization, and who being a recent acquisition to our ranks may be able to obliterate the animosity which has existed in certain circles toward the L. A. W., and thus largely increase our local membership.

Expressing my thanks for the cordial support given me during the three years of my incumbency, and requesting a continuance of the same to my successor, I remain, gentlemen, yours fraternally,

E. T. PETTINGILL, C. C.

APPOINTMENT DISTRICT COLUMBIA.

Mr. E. T. Pettingill, Chief Consul for District of Columbia, having tendered his resignation, the same is hereby accepted. I take pleasure in appointing as his successor George S. Atwater of Washington, who will at once assume the duties of the office.

T. J. KIRKPATRICK, President L. A. W.

CALIFORNIA CONSULAR LIST—No. 1.

The terms of all Local Consuls expiring March 1st, the following appointments for the ensuing year are hereby announced:

Alameda—P. E. Haslett.
Haywards—C. H. Johnson.
Livermore—George A. Morrill.
Napa City—W. S. Hoover.
Oakland—Lewis Sears, 857 Broadway.
Oroville—S. S. Simon.
Pasadena—George H. Frost, 62 East Colorado St.
Sacramento—John Breuner, Jr., 604 K street.
San Francisco—J. R. Hopkins, 513 Stanyan St.
San Jose—Arthur C. McKenney.
San Mateo—D. W. Donnelly.
Santa Cruz—E. N. Radke.
Stockton—W. A. Severy, 198 Main St.
Vacaville—J. M. Miller.

ROBERT M. WELCH,
Chief Consul for California.

MASSACHUSETTS AMENDMENTS.

Boston, March 5th, 1888.

To the Board of Officers Mass. Division, L. A. W.
Your Committee on Rules and Regulations present the following amendments to the By-laws to be acted upon at the next meeting of the Board:

Art. II. Sect. 2.
(a) Second line, substitute "fifteenth day of June (June 15)" for "twentieth day of March (March 20)."
(b) Second line, substitute "June" for "March."
(c) Third line, substitute "fifteenth" for "tenth."
(d) Fourth line, substitute "July" for "April."
(e) Tenth line, substitute "First day of August (Aug. 1)" for "twentieth day of April (April 20)."
(f) Third line substitute "July" for "March."

These changes are offered that our By-laws may conform to those of the National Board, as adopted at its last meeting in New York. WM. H. EMERY,
CHAS. S. HOWARD,
Com. on Rules and Regulations.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.
Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 130—Total 72.

Boston, March 16, 1888.

ARIZONA—1.

Unattached. Phoenix.

17868 Robinson, H. T.

CALIFORNIA DIVISION—9.

Ariel Bi. Club. San Francisco.

17869 Allen, C. D., 322 Montgomery st., San Francisco.

Bay City Wheelmen.

17870 Froboese, Geo. H., 405 Kearney st., " "

Oak Leaf Wheelmen.

17871 Wright, A. H., 143 Eldorado st., Stockton.

San Francisco Bi. Club.

17872 Rhodes, W. H. L., 214 Battery st., San Francisco.

San Mateo Wheelmen.

17873 Farnam, James M., San Mateo.

Unattached.

17874 Grider, J. C., Stockton.

17875 Garnosset, A., Box 1355, San Jose.

17876 McDonald, L. D., Menlo Park.

17877 Watson, Wm., Box 240, Santa Clara.

COLORADO DIVISION—2.

Denver Ramblers.

17878 Davis, A. J., 1317 19th st., Denver.

17879 Hurlinger, Bailey, 19th and Blake sts., " "

CONNECTICUT DIVISION—3.

Winsted Wheel Club.

17878 Dean, James L., 238 Main st., Winsted.

17879 Moffatt, H. B., " "

Unattached.

17880 Fenton, Edw. G., 104 So. Front st., New Haven.

ILLINOIS DIVISION—2.

Quincy Bi. Club.

17881 Whipple, H. L., 637 Main st., Quincy.

Unattached.

17882 Smith, Ben M., Cambridge.

IOWA DIVISION—1.

Unattached.

17883 Daugherty, C. R., Washington.

KANSAS DIVISION—1.

Unattached.

17884 Barber, E. T., Rossville.

KENTUCKY DIVISION—1.

Unattached.

17885 Judd, G. S., Maysville.

MASSACHUSETTS DIVISION—6.

Cambridge Bi. Club.

17886 Burns, H. H., 33 Bigelow st., Cambridgeport.

Taunton Bi. Club.

17887 Rogers, Walter B., Taunton.

Unattached.

17888 Buck, Wm. F., 147 Bloomingdale st., Chelsea.

17889 Foster, Frank G., Whitinsville.

17890 Harris, Frank L., So. Main st., No. Brookfield.

17891 Pease, Austin W., 27 Temple st., Boston.

MINNESOTA DIVISION—1.

Winona Cyclists.

17891 Balcom, W. M., Winona.

MISSOURI DIVISION—1.

Unattached.

17892 Annan, J. Paul, 904 Olive st., St. Louis.

NEW JERSEY DIVISION—2.

Unattached.

17893 Dally, Wm. L., 1 Colt st., Paterson.

17894 Metcalf, Manton B., 200 Centre st., Orange.

NEW YORK DIVISION—24.

Kings County Wheelmen.

17895 Sheppard, Walter, 266 Keap st., Brooklyn.

Manhattan Bi. Club.

17896 Broughton, Harry I., 162 E. 87th st., N. York.

17897 Whitclaw, Wm. A., 391 4th ave., " "

New York Bi. Club.

17898 Andreini, J. M., 52 Wall st., " "

17899 Blake, John R., 170 W. 50th st., " "

17900 Greene, H. W., 21 E. 14th st., " "

17901 Leeper, Frank C., 99 Franklin st., " "

Riverside Wheelmen.

17902 Powers, Edw. A., 228 W. 105th st., " "

St. Paul's Wheelmen.

17903 Shepard, Arthur B., Garden City, L. I.

Syracuse Cycling Club.

17904 Avery, G. Howard, 228 Madison st., Syracuse.

17905 Bigelow, W. P., Baldwin's Village.

17906 Denny, Harry N., 40 W. Fayette st., Syracuse.

17907 Harris, Geo. W., Drawer 103, " "

17908 Haskins, E. L., Del. and Grace sts., " "

17909 Judson, W. H., 47 South Salina st., " "

17910 Kent, Frank, 10 Highland st., " "

17911 Nye, W. B., 82 West Genesee st., " "

17912 Olmstead, Will H., 73 Clinton st., " "

17913 Rice, Ed. L., 162 South Salina st., " "

17914 Truesdell, Chas. C., Jr., 54 Seymour st., " "

17915 Wiard, W. W., 7 Holland st., " "

17916 Wood, Charles W., 74 So. Salina st., " "

Unattached.

17917 Fuller, C. Irving, 497 Embargo st., Rome.

17918 Miller, Benj. F., 8 German Ins Bldg., Buffalo.

OHIO DIVISION—5.

Toledo Cycling Club.

17919 Balch, Will H., 25 Chamber Commerce, Toledo.

17920 Brough, S. A., 181 Irving st., " "

17921 Hahn, Herman I., W. and L. E. R. R. Aud. Office, Toledo.

Unattached.

17922 Scott, W. H., Toledo Nat. Gas Co., " "

Unattached.

17923 Brown, H. B., Hartwell.

17924 Meerkle, A. C., Salem.

17925 Munro, W. C., Box 747, Cincinnati.

17926 Tappan, John B., Milan.

PENNSYLVANIA DIVISION—7.

Philadelphia Bi. Club.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ...

P. O. Address, ...

City and State, ...

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

NOTE.—If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.



SECOND-HAND GUNS AND REVOLVERS TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
 THE "ROVER" has set the fashion to the world.—The Cyclist.
 THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
 THE "ROVER" The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
 THE "ROVER" has reached the States, and is favorably received in Boston.—Tri Journal.
 THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
 THE "ROVER" On this machine some startling speed rates may be look for.—Bazaar.
 THE "ROVER" Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
 THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
 THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
 THE "ROVER" For night riding its equal would be hard to find.—Bicycling News.
 THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
 THE "ROVER" We have the highest opinion of this machine.—Irish Cyclist.
 THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
 THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
 THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
 THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
 THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
 THE "ROVER" is the best hill climber on the road.—The Presbyterian.
 THE "ROVER" is built on the soundest of principles.—Weekly Budget.
 THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
 THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
 THE "ROVER" continues to merit my warmest confidence.—Health.



STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

C. W. SPINNEY, Fitchburg, Mass.

THE CYCLIST'S INDISPENSABLE ANNUAL AND HAND-BOOK. By C. W. SPINNEY. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents; by mail. There will be no edition of this book for 1885.

SPADE HANDLES, Made of Best Steel-drop Forgings, \$2.50.

The Best Handles Made. We have them to fit any Wheel.

Special Discount to the Trade.

CYCLE SUPPLY CO.,

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THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmer and C. W. Nairn. \$2.50 per year, including postage.



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WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR

CATALOGUE FOR 1888.

Jersey-Fitting Shirts.

FOR
BICYCLE RIDERS.
LAWN TENNIS PLAYERS.
YACHTING AND ROWING,
BASE BALL AND FOOT BALL.
GYMNASIUM.

League Color, Grey Mixed, Black, Navy,
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PLAIN OR STRIPE.

Laced Front, Long Sleeves,
Turn-over Collar.



Long Sleeves,
Low Neck.



Long Sleeves.
Standing Collar.



Foot Ball.



Base Ball.



Every Wheelman and Sportsman will give these garments his approval when he examines the SHOULDERS, ARM HOLES AND NECK, as they are made to fit. These goods are patented, and all infringements will be prosecuted to the full extent of the law.

We embroider letters on front of this for twenty-five cents each letter.

Each garment bears our Trade Mark, and are endorsed by the best manufacturers of Bicycles and Professional Gymnasts. In ordering these goods be particular and give full name or style of each garment ordered.

Manufactured By

HOLMES & CO.,

Jersey-Fitting Pants.

Full Pants.

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedge edge, is small and flat, and will not rip. BUTTONED IN FRONT, SAME AS PANTALOONS, WITHOUT CERTAIN OBJECTIONS.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Our Bicycle Full Tights.

We understand, first of all, these garments must be elastic, so they will not bind or impede the free use of the limbs, and to stand the strain brought upon them. This can only be accomplished in **Ribbed Goods**. For this reason we make all of our goods with a FINE RIB. ELASTIC AND STRONG, and from worsted made by the best manufacturers in the country, of fine combed wool of a long, elastic staple, which gives it **Elasticity and Strength**.

Bicycle
Knee Tights.

Made same as full tights, to three inches below the knee.

Racing Wheelmen tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

Ladies' Jersey-Fitting
Tricycle pants.

A NEW THING.
These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream, Colored Cotton, Drab, Red, or any colors in Worsteds.

Ladies' Union Undergarment.

SEND FOR CIRCULAR.

We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jerseys and Tights.

TRADE MARK. these garments.

Jersey-Fitting Ribbed
Full-Fashioned Stocking.

We believe there is none better.

We send these goods to any part of the country.

Send for Price List and Catalogue.

17 Kingston, St. Boston, Mass.

RIDERS OF RACING COLUMBIAS HOLD THE BEST WORLD'S RECORDS. EQUALLY GOOD MATERIAL, WORKMANSHIP AND CARE ARE GIVEN TO THE MANUFACTURE OF

ROAD COLUMBIAS,

AND THE COLUMBIA ROADSTERS AND LIGHT ROADSTERS ARE THE MACHINES INVARIABLY RIDDEN BY TRANSCONTINENTAL TOURISTS, AND ARE ALWAYS IN THE MAJORITY ON LONG DISTANCE TOURS.

ILLUSTRATED CATALOGUE, 60 PAGES, 40 ENGRAVINGS, FREE. POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

The Rudge for 1888.

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FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 23 MARCH, 1888.

Volume XVI.
Number 21.

YOUNG MAN!

If you are a novice, don't give it away to the the neighbors by buying a cheap wheel because its original cost is below that of a high grade machine. It will prove a delusion and a snare, and will superinduce profanity and poverty.

Buy a bicycle that will stand up under you and do what you want done. If you ride a

* VICTOR *

No one will question your right to wheel up to the front with the veterans.

VICTORS ARE BUILT RIGHT.

Send for Catalog.

OVERMAN WHEEL CO., Makers,
BOSTON.

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Write for Our 1888 Catalogue.

**New Rapid Roadster,
New Rapid Light Roadster,
New Rapid Safety,**

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,

Quadrant Tandem, No. 15. Two Ladies can ride.

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

KING OF THE ROAD LAMPS,

and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

You May be Interested in This.

I shall make a specialty of renting Bicycles, Tricycles and Tandems this season, and shall offer only the best wheels in perfect condition. The Columbia Light Roadster Bicycles, Veloce and Bicycleette Safeties, Columbia Light Roadster and Surprise Tricycles and Columbia Tandems will compose my road stock. I shall not rent second-hand wheels, but on the contrary my road wheels will be new and 1888 patterns. My pamphlet, giving terms and particulars, will soon be ready, and I should be pleased to mail a copy to any applicant.

I have received, in the way of exchange, a number of first-class Second-hand Bicycles during the past week, sizes 52 and 54, that I can offer at very low figures.

Correspondence promptly answered.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

WARRANTED TO PLEASE—The Common Sense Stocking Supporter. The best in use. Price 35c., mailed. E. H. CORSON, Rochester, N. H.

FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tyres scarcely show a scratch; all just as good as new; good reason for selling. Price, \$55.00. Address G. W. GAIL, Jr., care The Clark Cycle Co., Baltimore.

4 BARGAINS—Each Wheel Good as New—1 Sparkbrook Humber Tandem, Marlboro' Club Tricycle, Rudge Humber Tandem, 54-inch Victor Bicycle. For details address L. H. PORTER, 20 West 23d street, New York.

FOR SALE—48-in., '87, Special Star; balls to small wheel; hollow framing, ramshorn bars and spade handles; cricket saddle, Lakin's Standard Cyclometer. In perfect condition. Price \$115. A. B. SCHNEIDER, 37 Stelbins st., Springfield, Mass.

FOR SALE—50-inch Columbia Light Roadster, standard finish, ball bearings all around, cow-horn handle bars, Kirkpatrick saddle; in first-class condition. For particulars address P. O. Box 2181, Ithaca, N. Y.

WILL SELL VERY CHEAP—50-inch Expert, balls all round; double grip handles and pedals; cyclometer and hub lamp; first-class condition. Write for particulars. A. P. C., P. O. Box 1883, New York.

FOR SALE—Sparkbrook Tandem (balls all over), lamp, cyclometer, buffer saddles; fine condition; a bargain. H. E. BIDWELL, Pittsburg, Pa.

FOR SALE—50-inch British Challenge, in fine condition; all the latest improvements. Cheap. P. W. SWAIN, Rockland, Mass.

FOR SALE—52-inch American Light Champion, with extra heavy spokes in rear wheel, 1887 pattern. Been ridden only 4 months. \$50.00 spot cash takes it. A. J. CUSSON, 1318 N. Jefferson street, Bay City, Mich.

FOR SALE—Marlboro' Club Tandem, \$125. 527 Photo. Outfit (cost \$80), \$50. Send stamp for particulars. H. R. BRYAN, Hudson, N. Y.

WANTED—One 50-inch and one 54-inch Victor, New Rapid or Expert machine, late pattern. Will pay spot cash for suitable wheel. Address, with full particulars, BICYCLE, P. O. Box 2134, New York City.

FOR SALE—1877 Victor Safety bicycle; in first-class condition. Address J. S. DEAN, 28 State street, Boston, Mass.

VICTOR Light Roadster, 1888 pattern; ridden very little; at \$40 under cost. 52 or 54-inch. H. CROWTHER, Box 1582, Philadelphia.

FOR SALE—Columbia two-track Tricycle; had very little use; will sell cheaply. Address ASHMEAD, 84 Fairview ave., Jersey City, N. J.

BARGAIN—52-inch Standard Columbia, ball bearings to front wheel; bicycle in excellent condition throughout; will sell cheap for cash for \$45. A. H. BROWN, Wappingers Falls, N. Y.

FOR SALE—Royal Mail Bicycle, 1887 pattern; spade handles, etc. Cost \$150; ridden 200 miles; \$110 buys it. Address WM. H. FEIKER, Box 97, Northampton, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

WANTED—Second-hand Bicycles for cash, or will trade new Champions, Victors, Rapids, Stars, Springfield Roadsters, etc. Send full description and lowest price. GEO. W. HOUSE & SON, Peoria, Ill.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

FOR SALE—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.

DON'T BUY A BICYCLE until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

CARTER'S Foot Rest,
FOR THE STAR,
For Easy Coasting.
Price \$1.00.

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Oraton Hall, Newark, N. J.

BICYCLES. Everything in new and second hand.

JOHN WILKINSON CO.,
55 State St., Chicago, Ill.
Send stamp for list.

WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

**BEFORE BUYING,
SEE OUR LISTS.**

HART CYCLE CO.,
No. 811 Arch St., Philadelphia, Pa.

THE FAMOUS CUSTOM-MADE
PLYMOUTH ROCK \$3 PANTS.
Full Suits and Overcoats at Proportionate Prices



We sincerely believe that never before have we been able to offer our customers so good and stylish a line of **SPRING GOODS** as now our line of Cheviot

DO YOU WEAR PANTS

Suiting, guaranteed absolutely all wool is particularly remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, where we know now from long experience. For 6 cents we mail you 20 samples of these cloths, self-measurement blanks so accurate that we guarantee a fit. Also if you mention this paper we send you a good 48-in linen tape measure. Or if you must save time, send us your waist, inside leg, hip and knee measures, together with \$3, and 35c. to prepay express or postage. We guarantee safe delivery. For any customer of ours may return his goods and receive back his money or a new garment, a guarantee of which statement may be obtained by writing to the American Express Co. (capital \$20,000,000) at Boston, N. B.—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitations that spring up for a day to compete with old and regular establishments.

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The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.

Fully Warranted, only \$5.00.

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Brook's Odometer Co., Lowell, Mass.



JOHN HARRIOTT,
MANUFACTURER OF

Bicycle and Athletic Medals,
CLUB PINS & BADGES,

DESIGNS ON APPLICATION.
3 Winter Street, - Boston, Mass.

The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel
Against "Headers" Made.
It is the Best, and it is also the
Cheapest.
Do not buy a wheel before you see the
SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for \$75.00, with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steeltubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for \$100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of \$25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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MERWIN, HULBERT & CO., - New York, N. Y.
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E. C. MEACHAM ARMS CO., - St. Louis, Mo.
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Retail Salesroom: No. 147 Washington Street.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

NEW MAIL.

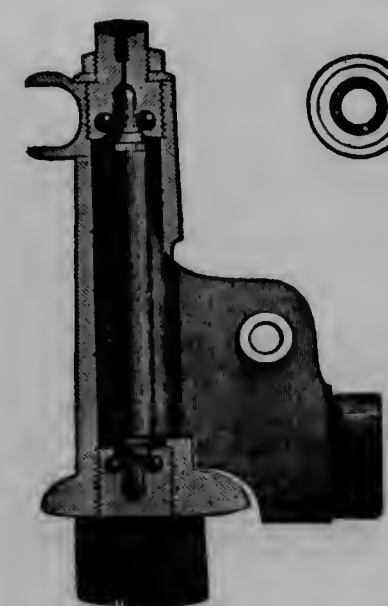
Large Handsome Photograph for
10 cts. in stamps



The New Mail is already having
a remarkable demand.
A SUPERB LIGHT ROADSTER.
Get a Catalogue.

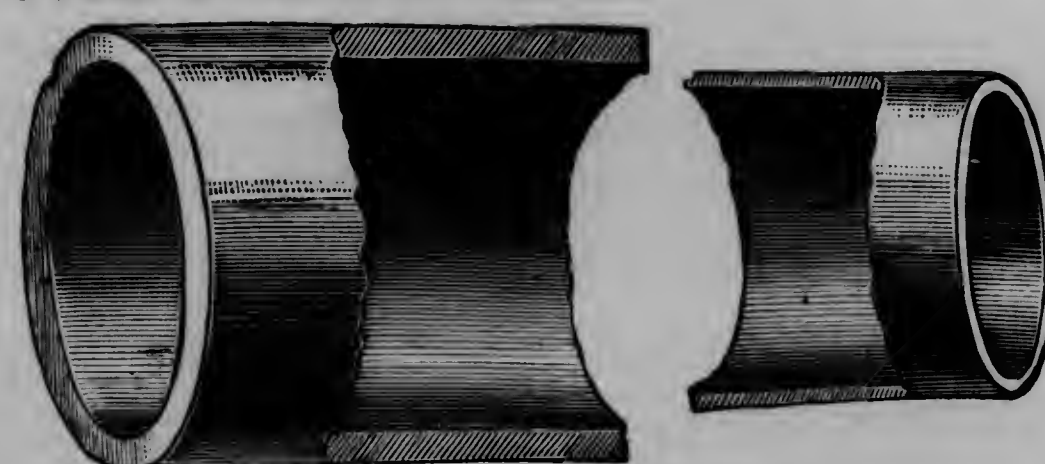
SPECIALTIES OF THE NEW MAIL.

Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling
or adjusting. Perfect Rigid-
ity and ease of steering.
Greatest of modern im-
provements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest
strain. No spreading of backbone after riding.



**Warwick's
New Rim.**
No Seam
outside.
Thickened
Metal
at Bottom.

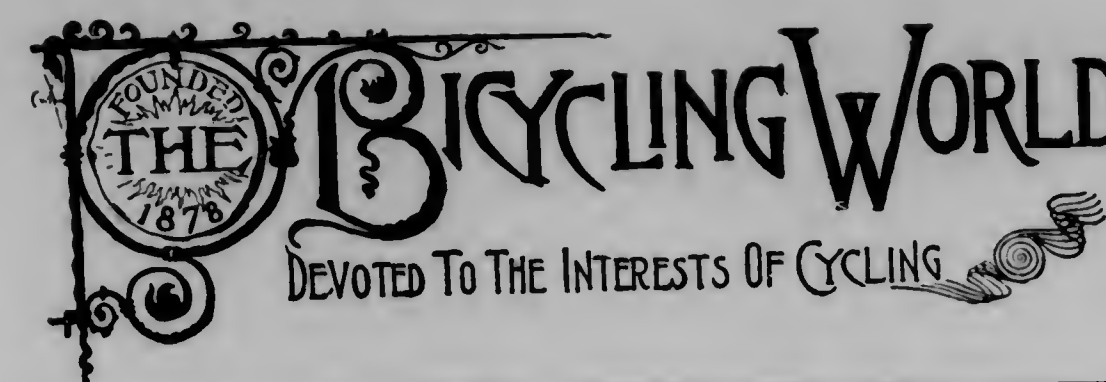
Not a Buckled Rim Last Year.

To find out what the New
Mail is read the Testimonials
of many of the leading and
hardest riders in the country
contained in our Catalogue.
Send for it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

WM. READ & SONS, 107 Washington St., BOSTON.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 23 MARCH, 1888.

IF wheelmen are anxious to make voluntary contributions, the Northampton, Springfield and Holyoke side path scheme is one to be encouraged. Also the Rochester, N. Y., similar scheme.

WE have become known as sort of anti-black-tight maniacs, that is, in the opinion of those who fancy the close-fitting sable clingers. But, although not a betting man, we will wager a trifle that black tights for road use will not prove the Darwinian theory of the survival of the fittest to be correct.

BUILDING bicycle paths between towns seems to have taken concrete form, and now several are not only projected, but subscriptions are well along and plans laid out for the completion of same. The possibility of a system of these paths throughout the land should set our local clubs to thinking and acting, so that such a system may become possible. It would pay our dealers and manufacturers to interest themselves in this question.

ANOTHER batch of American talent will sail for England. Crocker wants Rowe's scalp, and Knapp thirsts for the life blood of Woodside. Whittaker, who it is said will also go over, will no doubt have a go at Temple. Crist will make it lively for the English amateur cracks. All in all the early racing season in England promises to be lively, and later on we shall hope to see the Americans return with their heads covered with laurel wreaths, and their pockets filled with British gold.

THE wheel scribes are very generally be wailing the fate of Phi Hammel, of Chicago, and the injustice of the Racing Board in not re-instating this gentleman. We know of a case just as hard as that of Mr. Hammel. Early in the days of cycling a rider whose social and business standing is second to none, unthinkingly ran for a cash prize at a country fair. This thoughtlessness caused this gentleman the loss of his membership in a club, the members of which were proud to call him a friend. We have never heard that this gentleman kicked at the inevitable. He accepted it graciously and philosophically, a fact that those who have purposely and in-

advertently erred will do well to take to heart. This article is not written as a defence of the amateur rule, but simply as a hint to those who persist in crying over spilt milk—spilled by themselves.

KENTUCKY wheelmen will do well to remember the name of Representative Coleman from Kenton County, Ky., as introducing into the legislature of that State a bill to prohibit cyclers using the highways of Kenton County. Don't forget the name, and when occasion occurs to vote, let the wheelmen of Kenton County see to it that Mr. Coleman's name does not receive their personal endorsement. Further, we hope every wheelman in Coleman's district will consider it a duty to not only refuse to vote for him, but to work against him with all their power.

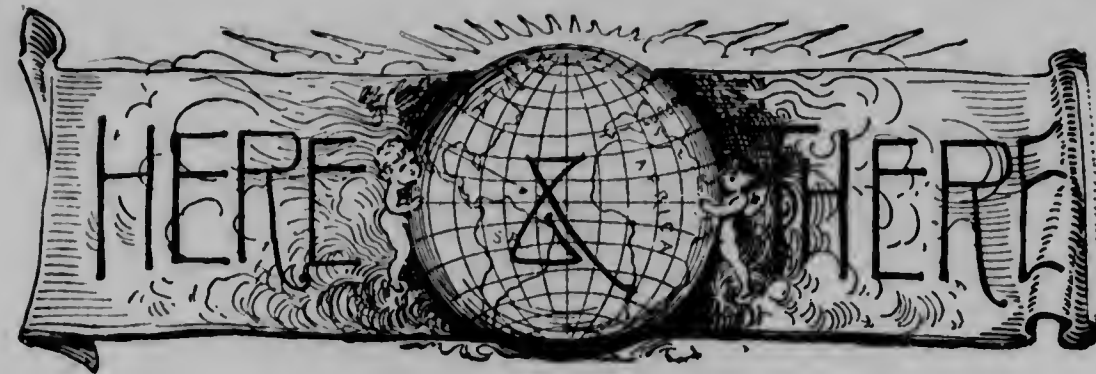
WE have been asked by a goodly number if we intend to take part in the proposed editors' race at Baltimore. We think it but fair to allay any alarm that may have arisen in the bosoms of our fellow editors, and therefore we emphatically aver that we will not start in that proposed race. We wish to give everybody a chance and we would not for the world dash the hopes for first place of such men as Wells, Rogers and Priol. We are magnanimous and feel perfectly willing to step aside and let these second-rate men have a chance. We run the WORLD but we really do not want the earth, hence we are willing to step down and not enter into competition; we are perfectly willing to allow "the other fellows" to gain glory and gather in the medals. Twenty-five miles is not our distance, it is too short.

A NEW way how to dispose of the surplus in the United States National Treasury engages the attention of a correspondent in another column of this issue. It certainly is a novel suggestion, and one bold enough to take away the breath of the most original thinker. We are heartily in sympathy with our correspondent, and we only wish that the proposed application of the surplus on the improvement of the highways were a little less chimerical than it appears to us to be. Who will start the ball by interesting some Congressman and Senator, so that the plan will have consideration at the hands of the high and mighty law makers?

THE League's Executive Committee has issued a circular letter to Chief Consuls on the need of raising funds to pay the League debts and providing a working capital. The circular concludes thus:

"The Executive Committee has the choice between two plans: It can instruct the Secretary-Editor to withhold payment to the Divisions of all that is due them, thus making them creditors of the National Body, as they were in 1887, or it can call for a popular subscription. The League has been in financial straits quite long enough, and it behooves us to throw off the incubus. We must have money for the work in hand. We have decided that it is much the best plan to make an appeal to members for a popular subscription in our behalf. We ask that you bring this matter to the attention of your Division at once, and confer with the members relative to the best method of aiding us. We ought to have a sum equal to at least fifty cents per capita, and as much larger individual subscriptions as the generosity of the donors may dictate. We leave it to your Division to decide whether or not they will vote a sum from the Division treasury, or call upon members for donations, or both. Our present income is large enough for our purposes could we have it all, but each year we see it melt away under the burning influences of debts we have inherited from former years."

We regret to have to differ from the Executive Committee in this matter. It is clearly better that the League should be in debt to the Divisions than call for a popular subscription. We believe it should work out its own destiny so long as it can see its way clear. We think it unwise to call for subscriptions among the members to simply tide over a temporary difficulty. Let the parent organization borrow of its Divisions but not go out soliciting aid from its members. Its future existence and prosperity is sufficient security for the payment of the loan. Begging, if successful, has always a demoralizing effect.



Who says "cycling?" Cycling! Oh, yes, with snow drifts 10 feet high in some places, and slush 2 feet deep in others! We have had a full-grown, thorough-bred Dakota blizzard and no mistake, and as yet, none of our "oldest inhabitants" have had the hardihood to claim that they ever saw anything at all like it this side of the Alleghany mountains. Fortunately, very fortunate indeed, was it for those who were compelled to brave the elements on Monday, 12 March, that the Mercury did not take a notion to drop to a "Dakota level" of 20 or 30 degrees below zero. Had it done so the loss of life in this vicinity would have been frightful. As it was during the interval between 11 P. M. on the 11th and 8 P. M. on the 13th, it is now known that more than a dozen lives were sacrificed within 20 miles of Newark. The number may go higher still when the drifts in the vicinity of the Orange mountains disappear, and a thorough search can be made. Some of the gullies and the mountain roads are completely filled up with "the beautiful," but in this case "deadly" snow, and it is impossible to conjecture how many, if any, poor luckless "tramps," with whom we have been over-run, for a month past, have met their deaths there. Even as I write this, one of our "staff" brings in a report the bodies of two, as yet unknown men have been discovered back of Livingston.

The old time skating rink at Montclair is to be transformed into a bicycle riding school. It is pretty nearly time for the Montclair men to begin working for the new club which was promised.

The *American Athlete* says: "William Lamb, of Smithville, has challenged Charles Frazier to a five mile race for \$50 a side." Lamb proved by his riding last July that he is a "goer," but his head must have swelled terribly since then if he thinks he can down Charley Frazier. A mile allowance to "the boy" might make the race more even.

A WRITER in a cycling journal wants to know why it is that a certain bicycle which costs \$100 here, can be bought for \$75 in England. This is a point which has often puzzled my brain. It applies to any article in the manufacture of which metal is used. Sewing machines, when the bottom price here was \$55 (15 years ago), could be bought in England, shipped to this country, and would stand the purchaser precisely \$23.40, duties and all. A friend of mine being in need of a set of a certain make of taps and dies, was unable to get them here for less than \$18.50 the set. He sent to England and got what he wanted for \$3.25, cartage and all. Will some of your many readers or contributors let a little light on this subject? Let "London W." try his hand!

As it is almost impossible, Mr. Editor, for me to give you any cycling news of interest, perhaps you will think the following incident connected with the blizzard worth a little space: At noon on Monday, Alexander Bennett, Charles Lee and James Marshall, Bennett's brother-in-law, all three of whom worked in the Singer Sewing Machine works at Elizabethport, started to cross Staten Island Sound in a row boat to reach their homes on the Island. The wind was then blowing at the rate of from 60 to 80 miles an hour, and it was never supposed that the men could reach their destination. The empty boat was afterward found in the ice a long distance from the starting point and it was thought its inmates had found a watery grave. A party started out to make a search on the Island on Wednesday, in order to please the friends of the three men, the searching party not having the remotest idea of getting track of them. After long and laborious ploughing through the drifts, they came to the bodies of Bennett and Lee alongside of a haystack, frozen stiff. Marshall was found, still alive, and had managed to burrow a few feet into the stack from where he was just able to make his voice reach the searcher's ears. The place where the men were found was 3 miles from where they landed. Marshall, as soon as he was able to talk, said that the party walked for hours until finally Bennett and Lee were so exhausted that they were unable to help themselves and sunk down on the snow. Marshall being the stronger man first carried Lee and then Bennett to the haystack and tried to cover them

with loose hay. He talked to them for a while, but finally they failed to answer, and although he tried every means to revive them, he failed, and he realized that they were freezing to death and he was powerless to save them. It was then that he began to feel the terrible torpor coming over him, and he began to burrow into the hay to save himself, but soon was overcome and finally lay down to die, the searchers just reached him in time. Both hands and both feet were terribly frozen and to save his life all four members have since been amputated. The physicians, at last accounts, stated that he had little or no chance of living. If he does survive, he should be presented with the first medal the Humane Society can procure as such heroism as he displayed is seldom equalled, and more rarely still by a boy (he was but 17 years of age). It is understood that should he live the employees of the Singer works intend to establish a permanent fund for his support.

SYRACUSE.

"SALINA."

SYRACUSE has not been snowed under as badly as the provincial towns of New York and Boston, but we have experienced a winter that will make the opening of the riding season exceptionally welcome. Club affairs have consisted—as is usually the case during the colder months—of talk, and "old salt" Salina has deemed it wise to remain frozen up and wait for the sunshine before inflicting any saltings from this place. But he's awake now. He attended a club meeting Monday night that lasted nearly until Tuesday, at which time the questions of joining the L. A. W. as a club and adopting the League uniform were discussed, those nuts with such uncrackable shells, and which every club of importance has to battle with at some time in its history, received a terrible hammering. The debate on both sides was vigorous, prolonged and intensely interesting. It resulted, as of course it should, in a victory for the Leaguers, and the Syracuse Cycling Club (thirty-four members) will be proud to see its name printed in the new *WORLD & LA BULLETIN*, as the great and good body of American Wheelmen.

THE question of offering badges for road riding during the season of 1888 was batted around the room until it was finally necessary to lay it on the table for repairs. A return game will probably be played next month.

BADGES or no badges, there will be much riding in old Onondaga County the coming summer. The active members are talking wheel to the associate contingent, until they can't sleep without dreaming of wheels and backbones, ball bearings, bal(d) heads, etc., and there will be many new wheels sold here this spring.

CHECKERS has been the prevailing game at club rooms during the winter. The Secretary and Treasurer has harassed more than one member with the double-back-action, single-double, corner-down-the-centre game he plays. A checker tournament is an event of the near future.

MEMBERS who wore the League uniform last season can't agree with No. 10,276 in his criticism of the garment. The suit, as now erected, has given perfect satisfaction here, and is deemed to be the best that can be secured for the money.

WE congratulate the editors of the new B. W. AND L. A. W. B.; it's a Bully Weekly and Let All Wheelmen Buy. Now it's the newest and best wheel paper published. It always was, but it's better than ever, now it's named.

CONNECTICUT-INGS.

THE SOLITARY CLUB.

It was painful to read those Long Island Hotel prices, but more painful to think any cyclist in his right mind would patronize such a house, which was evidently designed for the use of money kings, editors, and such like, who can afford such figures. No longer ago than last Saturday a pleasant call from Mr. Worden of Boston, who is with the J. P. Lovell Arms Co., revealed the fact that most of the L. A. W. hotels through York state are of the \$4.00 per day sort, and that puts any ordinarily circumstanced cyclist into some other hotel, every time. However, we will not push the matter of having a few moderate-priced hotels appointed, much as it would convenience many tourists, but shall be glad to get the *BICYCLING WORLD AND BULLETIN*, and think we have good value for the money, if no other benefit comes to us as members. Roads should have the earnest attention of any and all League members, to the exclusion of many other things that in years gone have taken time and cash, with few good results.

WE are planning a jaunt to Cape Ann and round there, in the season of flowers.

WE recently received an outline of what must be a charming tour in France, and one we would much like to take; it bore the words: "Compliments of Jo. and E. R. Pennell," and that imparted to it an added interest and value in our eyes.

WHEN "Brer. Pennell" complains of League members bothering him about routes, etc., the other side, they should be referred to Stamford of Stamford, Conn., U. S. A., who can supply some of their wants, and give them many points they want to know.

INTEREST in cycling hereabouts is picking up a little already, and some of the vaseline is already off. One of our safety riders has missed but sixteen days during the whole winter, and thinks that after such a one as that just past, he can "arrive there" through any one to come.

WHILE that special cycle path scheme is a good one, it would be still better, if possible, to enlist "hoss-men" in a plan to help make the roads smooth and good, so that so many more could be benefited. The roads are none too wide, for "our girls" are getting more and more into riding habits, that is, suits [Oh!—Ed.], and their tricycles will take up considerable room between now and the time the lady's bicycle is an accomplished fact and numerous. Let it come, and cannot we hear more about it, and see it illustrated?

LONG ISLAND NOTES.

"WING-FOOT."

THE management of the Long Island Railroad has again pre-emptorily refused to make any change in its rates for carrying wheels. This road has a monopoly of the carrying trade on the island, as well as that of the passenger traffic. Its system is as antiquated as it is complicated, and its officers were all born old, never having had any of the usual youthful sympathy which exists in young men. I venture to say that, with an enterprising and enlightened management, alive to the interests of the whole island (and not to only that section where the personal interests of its officers lie), the population would soon double. The policy of the road seems to have been, and to be, to kill all trade by exorbitant charges and poor accommodations. Witness the effect of this state of affairs at Greenport, for instance, where everything is tinged with the air of Connecticut, and the "dyed in the wool" New Yorker hardly knows himself. Now, as to where the shoe pinches, and it does pinch: the rates for carrying bicycles, accompanied by owners, and at latter's risk, are at present in many cases higher than the passenger fares for the same distances, the accommodations are at the least poor, and not more than half the trains have any baggage or combination cars attached, wheelmen often being forced to wait hours on this account alone. This state of things looks all the worse by comparison with the action of nearly all the other roads centering in New York in making bicycles free. Is there no legal method by which the Long Island Railroad can be forced, as a "common carrier," to put baggage cars on every train? If there is, perhaps they would be willing to compromise the other matter.

BROOKLYN riders are particularly ill-favored in this matter of railroad connection. The ten miles of bad road which exists between Brooklyn and Jamaica are probably as bad as any ten on the island, where riding is possible at all, and a party of any size generally finds all the room in an 8x6 combination "taken when they get to the depot." The rapid transit (?) system which was extended to Jamaica last year, has no accommodations for baggage whatever.

I HOPE I may not be thought to be "gone" on this transportation business, but anybody who has been put to that inconvenience, and suffered from the disregard of commonest courtesy by the Railroad Company as I have, will appreciate my feelings. I only hope the Company will be responsible for the profanity and generally "cussed" state of things they provoke, when the Great Reckoning comes about.

It is often said, that anybody who can stand the climate of New York all the year round can stand any climate on the face of the earth. We are having at present a touch of "climate" that knocks out anything of the kind on record. Sunday was a lovely day, in fact perfect, speaking wheelingly, and now there is about three feet of snow already fallen on a level, with no hint of a stop, and the wind ranges from fifty to sixty miles per hour. New York has never, within the recollection of the present generation, seen such a storm. The stoppage of the elevated roads, horse cars and nearly all other vehicular traffic, and the practical closing of the exchanges has never been known before from this cause.

ALL cycling clubs of Northern New Jersey are invited to take part in the proposed great "century" run across the State on Saturday, June 18th, on the way to the Baltimore meet, and are requested to appoint one representative each to act for the club in the temporary

organization, sending word of such action to Mr. L. A. Clarke, 25 Broad street, New York City. The following is a list already communicated with, viz.: Citizens, Manhattan, Harlem, New York, K. C. W., L. I. W., Brooklyn, Mercury, Huntington, Yonkers, Hudson County, Essex, Orange, Passaic, Elizabeth.

PITTSBURG and VICINITY.

"DUQUESNE."

CAPTAIN H. E. BIDWELL, of the K. B. C., has resigned from his club. He will, however, still ride his bike occasionally. The K. B. C.s lose one of their best riders, and one whose place cannot be filled. For enthusiasm he was unsurpassed, and he was the Nestor of the club. If the gentleman had retained his tandem and disposed of the bike, he would not have surprised us very much, but when he offers his tandem, he upsets all theories extant, as to why he gave up active cycling.

THE Alleghany Cyclers are going to hustle for road records, and all aspirants for medals will be successful, provided they get up into the thousands.

T. P. COLEMAN, better known as the child poet, has applied for membership in the K. B. C., and will seek inspiration for his sonnets on a Victor safety, which he says is good enough for him, or anybody else.

A GREAT many of our enthusiasts have signified their intention of taking in the Buffalo meeting, and would be glad if "Mercury" would inform them when the said meet is to be held, how many days it will last, etc.

A. H. NEWELL will in the future give wheelmen a reduction of ten per cent. on presentation of League ticket. This is only for meals and lodging at the road house, and not at the bar. It is to be hoped that the riders of the "silent" will hold this in fond remembrance, as every one knows that "Tony" is unexcelled as a caterer.

WILL Mr. T. B. Lee kindly inform the *BICYCLING WORLD* the length and gradient of Erwin's hill, and will Mr. Hugh Fleming, Jr., do the same for Federal St. By so doing, they will confer a favor on all who ride wheels in this city, and also give us an idea of what one in seven or one in eight is. I have heard that Erwin's hill is one in six, and also that it is one in eight, now which is it?

THE *Bicycling News* says Howell will defeat Rowe by headwork, and that Rowe has won one hundred races from scratch without defeat, which doesn't show head work. Now, Mr. Editor, the question arises as to which shows the best head work, winning all of the hundred, or losing part of them. Also, would Rowe (in the opinion of *Bi. News*) be a better man and have shown a better head had he lost a few of the races?

ST. LOUIS.

"LINNEUS."

THE new organ arrived here Tuesday morning, two days later than the *Bi. WORLD* used to reach us. We at once inspected its contents, and were surprised to find the first number so complete. The advertising patronage is right up to the mark, and no doubt will continue so.

A GOOD many of the resident riders were going to take their initial run to-morrow, but a soaking rain which fell to-day will put an end to it.

THE billiard tournament is still engrossing the attention of the members of the Cycle Club, and some excellent scores are being made. Bob Lee leads at present with Ed Bates a close second. It is rumored that the cyclists will have to vacate their rooms during the summer season and will occupy a large hall in the second story of the same building.

L. H. PARSONS, Consul at Edina, Mo., has furnished the division with a fine map drawn by himself, showing all the wagon roads, bridges and streams, together with a general description of Knox County. It is a fine affair, and accurate to the dot. If some of the other Consuls and League members would emulate Mr. Parson's example, "poor old Missouri" would soon be one of the best reported States in the League.

THE sprinkling bill passed at the election held on the 28th ult., and the heart of the west end cyclist is consequently unhappy. The streets will be all thoroughly "slopped before 7 A. M., and riding down town over the wet, slippery pavement is no fun. I think that if Street Commissioner Turner was approached in the proper way by a delegation of cyclists headed by such men as A. Moore Berry,

A. C. Stewart, L. C. Chauvenet, Geo. F. Biker, W. M. Brewster, and a few others, an arrangement could be made to have one side of certain streets unsprinkled before a certain time in the morning and at night, anyway, it would do no harm to try it.

DROPPED in at Meacham's a few days since and found Hal Greenwood busily employed in showing customers the merits of the different wheels his firm handles. In reply to my query regarding Wells' challenge, etc., he stated that in about two weeks he would begin training harder than he ever trained before, and then he would make some of those would-be hill-climbers sick. The E. C. Meacham Arms Co. carry a big stock of cycles and perhaps the finest assortment of sundries in the city. It would be to their advantage to place an "ad." in the Bt. WORLD AND BULLETIN, and thus let riders know it. [We think so, too.—Ed.]

The *Post-Dispatch* surprised us a few days ago, with some of its old-time vim and enterprise, with a column article entitled "A Cycling Cleric." It was a very well written one, and of a kind that brings the cycle prominently before a class of people who have paid it but little attention so far, and was favorably commented on on all sides. People can say what they want of Hicks, but the fact remains that, save an occasional break or personal attacks, he is one of the best writers of cycle articles in the country, and he ought to make it his business to again start the *Post-Dispatch* cycle column, and regularly keep it up to its former standard of excellence. The *Globe-Democrat* also has a cycle correspondent, and if I am not mistaken he is a lively, be-spectacled, young man, who is well known to all members of the Cycle Club.

The St. Louis Wheel Co. will give a grand road race towards the end of April. The value of the prizes will eclipse anything ever before here, excepting the "Ramblers" 1885 tournament. The race given last year by the above Company was the event of the season, and the liberal prizes offered for this one will, no doubt, draw out a big field of starters. The course will be from Manchester to the Pump, a distance of sixteen miles. The chances are that about thirty entries will be received, and as the race will be a handicap, all will stand equal chances of winning. Prominent among the starters will be W. H. Wylie, E. N. Sanders, Will Snyder, Alex Lewis, E. A. Smith, the winner of last year's race, and probably Klipstein and Hildebrand. The participants in last year's race feared the last two more than any one else but for some reason they did not enter.

CHICAGO.

"THE MULE."

It is now settled that another team of cyclists will invade England in the near future. Tom Eck arrived here on Thursday (15), and left again in the afternoon, having completed in the interval, arrangements to take over the strongest team that could be put together. It will consist of T. W. Eck as manager, Frank Dole as backer; H. G. Crocker, W. F. Knapp, S. G. Whittaker, and Louise Armaindo, professionals, and W. E. Crist, amateur. The party will sail on the Etruria, on her next Eastward trip, with the intention of first annihilating the American team, now over there, and then the Englishmen. Of course, Eck is very sanguine that they can do this, and believes Crocker can defeat Rowe at pleasure. We shall see. Immediately on arrival, Crocker will challenge Rowe, Knapp will make play for Woodside, and Whittaker will pay attention to Whittaker (?). As to Armaindo, nothing definite has been arranged, but the chances are she will do little but give exhibitions. Eck is anxious to have it understood that Crist goes over purely as an amateur. "He pays the whole of his expenses," says Eck, "and asked to go with us for the sake of company and experience. His father has asked me to look out for his interests, and all his engagements will be made through me. We are going purely on our own responsibility, and though we shall take three or four Champions with us for road use, we shall use English wheels for racing. You see," he concluded, "we are going to ride to get there first, and not to orders."

The Chicago bicycle club which has been homeless for the past year, has a roof over its head again. The new rooms in the Honore Building, were formally opened last Tuesday, when 120 wheelmen responded to the club's invitation to make things lively. Among the best-known riders whom I noticed were Dr. Edwards, one of the oldest riders in America, President Thorne, Ex-president Tom Miller, R. D. Garden, Charley Randall, Thomas Jeffery, L. W. Conkling, B. B. Ayers, Ed. Oliver, and the much-abused but ever-smiling Tom Roe, looking as serene as if he didn't know or care what a professional race was. Space will not permit me to describe the evening fun, and the splendor of the clubs rooms is proverbial. The great joke of the evening, however, was the proposal of somebody to make up a suitable reward for "the gentlemanly waiter from

Kinslay," who turned out to be one of the most wealthy members of the club, but a late acquisition, and, therefore, unknown to nine-tenths of the members and all the visitors!

THE report that Phil Hammel would be admitted to the Owls, proves to have been premature. Although he was encouraged to believe he would be elected, when the boys came to talk business, it was found that the majority objected.

PREPARATIONS for Bob Garden's second annual road race have been commenced. It is a little early to dive into particulars, but I am assured that the prizes will aggregate \$1200 in value, and that the race will be open only to local club men.

CONKLING is growling, because in my last I inadvertently referred to Surbridge as the Victor agent. Strangely enough, Surbridge is doing the same thing! Tom Roe, too, says that though he got a warm shot, his wasn't half as bad as Surbridges'. Its all a matter of taste!

PHILADELPHIA.

"ARIEL."

CROCKER, Knapp and Whittaker sail for England next week under the management of Mr. Eck. They are backed by Mr. Dole, who is also Littlewood's backer. Crist, the Washington flyer, together with Barber, his fellow club member (they are both Capital boys) also expects to cross the briny and meet the Britishers on their native heaths. Eck challenges any two men in the world for a race at any distance, from one quarter mile to a six days race, any amount; and said to your correspondent, "There's a chance for the Senator." He did not name his men, but Crocker is one of the two and he is a good one. He told me himself that he would not mind having a go at Rowe, and I believe it would be a race worth seeing. Crocker has sept his wheel along pretty well down in the seconds (2.30 I understand, in practice) and he is a better man this year than last. Howarth, his trainer, says he is the easiest man to manage he ever handled, doing just what is told him, like the manly straightforward fellow he is.

THE Wells matter settled in a jiffy, wasn't it? Are we satisfied? Well, I don't know.

So "Duquesne" says that Banker opines he can show Wilhelm his little wheel this season? We'll-I; we shall see; but I know who Philadelphia cyclists would bet their little shekels on, and no discredit to Mr. Banker either.

A FLYING trip to the city of Reading showed some changes in that place. The Reading Wheel Co. takes the place of the cycling firm of Crowther & Potter who have dissolved. Messrs. Crowther and Scheele will be the new concern. The Victor wheels will be their specialty. The Ariel Wheel Club is also a thing of the past. Cause, non-attendance.

THE Century Wheelmen had an indoor athletic entertainment last Tuesday evening, at their club house, No. 1807 North Broad street. There were several bouts with gloves by members of the Schuylkill Navy and the club members, and a wrestling match between Messrs. Schell and Hotchkiss for a medal, which was won by Dr. Schell, who took both falls. Messrs. Brown and Gideon handled the gloves in a style that recalled memories of Dempsey and McCaffrey, so 'twas said. One of the latter's straight counters from the shoulder drove his antagonist half through the window. A half mile race on the home trainer was won by M. G. Bailey over F. W. Brampton and Frank Strasberger. There were a number of other interesting events, and altogether the whole affair was voted a great success. The club is very much crowded, and is in so flourishing a condition that a new club house will probably be a thing of the near future.

BUFFALO.

"MERCURY."

THE proposed constitution of the L. A. W., published in the BICYCLING WORLD of the 9th inst., looks well, and perhaps will work well. Sect. 2 in article 4, relative to allowing one or two representatives for each League club, providing it has a membership of over twenty, impressed me very much. Now, that's the way to talk; let every League club have something to say, be it ever so small, in the management of the L. A. W. It sometimes happens that a city boasts of more than one club, and that one is larger and older than the others; and it most always happens that the larger and older club takes in all the plums (Consuls) and has everything to say, while the smaller clubs are told to take a back seat, with the remark, "youngsters should be seen and not heard." Now, that is wrong, if it be a League club; it is entitled to at least one mouth-piece, if not two. I am not speaking of any particular city, as may

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30-inch driving wheels; a really good tri-cycle for riders of from 6 to 15 years of age.

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SPECIAL "S. S. S." TRI-CYCLE. \$185.

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Steered by either rider.

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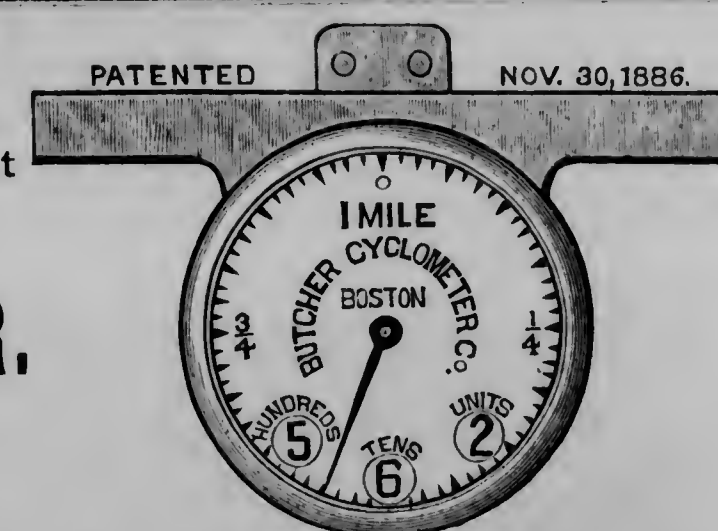
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perhaps be imagined, but in a general way, for I believe such a state of things exists in several cities. Another good idea in this proposed constitution is contained in article 2, in regard to State Divisions. The membership of the L. A. W. is increasing every year, and such a step as the proposed constitution provides is necessary sooner or later; the sooner, the better. They ought to abolish the amateur distinction.

For the past week Isham has had his show window decorated with a large collection of photos. of cycling celebrities, which have attracted a good deal of attention.

The Buffalos held their second ball of the season, Friday evening (March 16th). It was a success. H. M. Barker, R. C. Chapin and A. H. Morey were on the entertainment committee.

The first numbers of the BICYCLING WORLD AND L. A. W. BULLETIN combined have been received with evident satisfaction. Many L. A. W. members and other wheelmen express the belief that it will prove a most successful venture.

The Buffalo club has a heavy (?) question to deal with just now, in regard to having the gymnasium open on Sundays. Its members are equally divided on the subject. A local paper suggests this method: Close the large door and open a little side door, *a la* saloon, on Sunday.

The ex-American idol, J. Lawrence Sullivan, has fallen from his lofty pedestal of fame to the common herd (of pugilists) below. It is to be hoped our cycling champions will not follow suit, if they do there will be a "Rowe" (no bouquets, please). I'll see you later, au revoir. [Please go easy on puns.—Ed.]

The Ramblers' pool tournament is causing a good deal of excitement among the members and their friends. Any evening you may see a number of spectators in the rooms, interested in a game between two "experts." Some very close games and pretty plays have been the result. The prizes are valuable, and worth playing for. At the present writing, Deitzer leads, with Reiman and Hauenstein struggling for second place.

NEWS

AND COMMENT.

"Good old Pitman, the Vet." What old timer does not know Pitman personally, and what later-day cyclist has not heard of him? He sent us his photo. the other day, and we give it a post of honor among our collection. Mr. Pitman held the first tricycle 100-mile road record made in America. The "Vet." is a "Benedict" now and so the "selfish machine" (we mean the one that boasts only one saddle) practically knows him no more, but he is just the same whole-souled fellow that we used to know when he sought fame on road and path.

We are sorry to hear that Cleveland will not have a race track this year.

MR. SAM'L. T. CLARK of Baltimore was in town last week, and we had the pleasure of meeting him.

"PHILADELPHIA is not a profitable place to hold a tournament in." Verdict by Eck, Crocker, Knapp, Rhodes, & Co.

THE American team, on arriving in this country in August will proceed to Lynn and there put in their preparatory practice.

A PETITION is being circulated by citizens of Philadelphia asking for the improvement of Broad street, north of Dauphin street in that city.

THE Rhode Island Wheelmen will move into larger quarters. The rooms are in the Providence Bank Building, on South Main street.

THE Atlanta, (Ga.), Bicycle Club will hold a race meeting at Piedmont Park, Atlanta, April 16 and 17. There are 13 events on the two days programme.

THE attendance at the benefit tendered to the stranded professionals in Philadelphia, only amounted to 400. 'Tis unnecessary to say that the "benefit," financially, was not great.

NEXT Wednesday a tournament under the management of John A. Wells and W. Updegraph, will be held at the Elite Rink, Philadelphia. It will consist entirely of amateur events.

We have to go to the land of the shamrock to learn that the Indian name for ball-head is "pompasuhkounkrontop." Won't somebody try to pronounce the above, and then if the relatives will please send us the fragments of the remains we will provide the alcohol, the bottle and an appropriate epitaph.

A CORRESPONDENT writes: "For an 'open' winter this one of 1887-1888 takes the prize, but I am in favor of keeping our winters 'closed'—too much cold gets in if they are 'open.'"

"IXION" objects to having his age placed at 55 years. In reply to "No. 5550," who writes, "Ixion must be 55 at least," he says: "If my family bible tells the truth, No. 5550 is just 26 years out of the way."

THE Rhode Island Division will hold a special meeting Saturday, March 24, to consider the call for financial aid made by the Executive Committee. We believe this will be the first Division to officially take action.

In all probability a number of Philadelphia men will wheel to Baltimore instead of taking the train. Those who rode to the Washington meet a few years ago are anxious to repeat the pleasant experience.

MR. DUCKER is already preparing for the fall racing campaign. He is having some six-color lithograph posters ten by fifteen feet made. Mr. Henry E. appreciates the fact that half-way methods do not pan out.

WE suppose the name "Goat," as given to the rear driving safety is very, very funny. We must confess to a dullness of intellect in not being able to grasp the hidden wit. Will some one please send us "the key" to this jokelet?

OUR contributor, "London W.," desires to thank Mr. Elliott Mason for sending the distance record card, and he also wishes to acknowledge the implied compliment that he (London W.) still rides a bicycle, which he does. We are making strenuous efforts to prevail on our co-editor to represent the WORLD in the great proposed editors' race at Baltimore.

WE are three thousand miles away from England and the jurisdiction of the N. C. U., yet we cannot but feel the greatest interest in the final result of the road racing war now waging in the mother country. We are not in accord with the views expressed by our correspondent, "Sandy," in our last issue, but he comes nearer to our views than most men who have "views" on this subject.

THIS is a nut for some of our racing men to crack. It is respectfully presented by "Spinaway," and reads as follows: "A genuine professional is far more to be admired than some of the professionals who now don amateur clothing, but have no other claims to be considered as such." Now gentlemen, don't all speak at once and get up on your dignity, that would be a "dead give away." Pardon the slang.

WE were pleased to meet Mr. Alec Hill, lately arrived in this country and who will represent the Coventry Machinists' Co. on the road this summer. We welcome Mr. Hill to the United States, and hope his experience in this country will prove so pleasant and profitable that he will decide to make it his permanent home. Mr. Hill had only five days' notice from his principals of their intention to send him to this country.

THE Boston Club is notorious the world over for its entertainment of wheelmen from other cities, and therefore it is with reason that those members of the club who attended the late session of the Board of Officers in New York complain of the lack of entertainment proffered them by the wheelmen of the latter city. They trust that the time will never come when prominent wheelmen can visit this city and not be invited to, at least, inspect the inside of the club houses.

A CORRESPONDENT from Kansas City sends us the following notes: "The draft of the constitution and by-laws, as reported by the Re-organization Committee at the Board of Officers' meeting, March, has, as a whole, been universally well commented upon. There are a few features which could be altered to good advantage. [Go to Baltimore and make your suggestions, that is the only way to bring about any satisfactory result.—Ed.] "Captain Nelson T. Haynes of Kansas City is quietly learning to twang the banjo, and promises to enliven the monotony of club runs with the little ditty, 'I'm a Wandering Wheelman,' etc. Quite a crowd of the members at the club a few evenings since were singing while Haynes played the only accompaniment he knew. All the songs were sung to the one accompaniment. Shades of Wagner! It was moved and seconded that the club employ an instructor to teach 'Haynesy' to play."

THE Clarksville, (Tenn.) cyclers will celebrate their second anniversary March 30th and 31st. It will take the form of a banquet at Elden's Opera House. Runs and tours, and a street parade on the afternoon of March 30. The reception Committee are I. N. Parker, R. F. Bunting, and B. A. Patch.

WHEEL CLUB
NEWS.

THE Rhode Island Wheelmen will take another trip to Boston this spring. The experience they had in Wellesley last year does not seem to discourage a second trip. We hope Dr. Bogman and his "pocket pistol" will accompany the party. The Providence Wheelmen are raising money to defray the expenses of a tournament they wish to give at Roger Williams' Park on Decoration Day. The three-mile state Championship will be run on that occasion.

THE Dorchester, Mass., Club held their annual dinner last Tuesday evening.

ROWE took a tumble in England the other day. He came in collision with Battensby at Newcastle and got badly shaken up. "No bones broken."

KEYSTONE Bicycle Club of Pittsburg, Pa., held its annual meeting at the 7th Avenue Hotel on the evening of March 7, after a season of refreshments spiced with anecdotes, they balloted for officers for the ensuing year, with the following result: President, R. F. Smythe; Secretary-Treasurer, J. W. McGowan; Captain, C. F. Seidell; First Lieutenant, T. B. Lee; Second Lieutenant, C. A. Smith; Third Lieutenant, J. W. Glöwinger; Color Bearer, B. D. Smith; Directors, F. F. Sneathen and J. W. Atwood. It is the present intention to hold club runs every Saturday.

WE think the example of the Pennsylvania Club, of Philadelphia, as set forth in the following item, would be a profitable one for clubs in other sections to imitate. "The Pennsylvania Bicycle Club of Philadelphia, will give the first of its series of public entertainments on Thursday evening, April 19, at Association Hall, Fifteenth and Chesnut streets. The entertainment will consist of a lecture by Mr. A. H. MacOwen on the pleasures incident to a trip 'With Wheel and Camera Through the Isle of Wight.' The lecture will be illustrated by nearly 100 views taken directly from nature and shown by the aid of a stereopticon."

THE new officers of the Syracuse, (N. Y.) bicycle club are as follows: President, Carl G. White; Vice-President, Harry N. Denny; Secretary and Treasurer, George H. Harris; Captain, H. W. Chapin; members of the Club Committee, President, Secretary, Captain, and H. W. Ward and Clarence Decker; Bugler, Chas. C. Truesdell; League Consul, James P. Becker and League Representative, Fred Brigham. Club rooms, 7 Joy Building, on Genesee street, (the old turnpike which extends from Albany to Buffalo, and if you ever travel over that road stop and see the boys.)

THE members of the Missouri Bi. Club were very pleasantly surprised a few evenings since by observing the long wished-for book case, which is to contain the nucleus of the club's library, standing in one corner of the reading room. It is finished in cherry, and makes a handsome addition to the club's furniture. Bert Taylor, the librarian, is now getting up a choice collection of literature to fill its spacious shelves, and ere long the club will possess a first-class library.

THE Marion County Wheelmen of Hannibal, Mo., held their annual meeting March 5, at which the following officers were elected for the ensuing year: President, W. H. Hall; Vice President, P. P. Lockling; Secretary-Treasurer, H. C. Woodruff; Captain, A. C. Miller; Lieutenant, C. H. Appler; Bugler, W. C. Foss; Color Bearer, Jno Sydney. At the meeting it was voted to continue as a League club, and the uniform worn last year, which is one of the handsomest one I ever saw, was adopted for the coming season. They decided to print their constitution, by-laws and road rules in convenient pocket form for reference. Captain A. C. Miller is the hustler and local Consul of Marion County, and the club under his guidance will no doubt be heard from this season.

THE Missouri Bicycle Club held its annual meeting for the election of officers Tuesday, March 6, at their club house. The meeting was a red hot one, and slate smashing was rather heavily indulged in. Messrs. Stewart and Berry were nominated for the Presidency, but both withdrew in favor of W. M. Brewster. After the smoke of the battle had cleared away, the following were found to be elected: President, W. M. Brewster; Vice President, E. A. Smith; Treasurer, A. P. Dennis (re-elected); Secretary, Geo. Boswell (re-elected); Captain, Ab. Lewis; First Lieutenant, C. C. Hildebrand; Second Lieutenant, R. N. Stubbs; Color Bearer, W. P. Grath; Bugler, "Ribsey" Williamson. For the first time in the history of the club, the President is an active wheelman in all that the name implies, and a hustler whose reputation is well known to all. The so-called "young element" is put in complete charge of the club, and no doubt will soon fill the active membership to the prescribed limit.

MOONLIGHT RUN TO SAN JOSE, CALIFORNIA, BY
THE SAN FRANCISCO CLUB.

No better combination of weather and roads, moonlight and time, could have been desired upon the occasion of the first run of the season of the San Francisco Bicycle Club. The Captain had previously given orders for the club to assemble at the foot of Market street to take the 4 P. M. boat for Oakland on Saturday, Feb. 25th, and in accordance therewith only seven members showed up at the above time and place. This was somewhat of a disappointment in the way of numbers, however, we had a jolly little party. After crossing the bay we boarded the train at the Oakland Mole and were carried to Brooklyn, and from this point our actual ride commenced. The moment we were fairly out upon the road, we appreciated what a delightful ride was before us. The expression, "sand-papered roads," is comparatively mild, they were like a skating rink floor, and the air was so balmy and bracing, that as we passed by

FIELDS OF NEWLY-SOWN GRAIN

we felt that we could not throw our shoulders far enough back to drink in a sufficient supply of the fragrance of fruit blossoms and of the growing grain. As the party was small the officers permitted both themselves and the high private of the rear rank to indulge in such rate of speed as was most suited to the notions of the several riders. It was not long before we had a pace-maker in the lead, and any casual observer would have called it a road race. We reached San Leandro well bunched, in a very short space of time, and dismounted to cool. The thermometer stood about sixty-five degrees, and with our rapid pedalling we were perfectly willing to take a rest of five minutes before continuing our trip. At this point we voted upon which road to take, and we settled it that we should prefer to reach Mt. Eden via San Lorenzo, as these roads, though a trifle longer, were reported in better condition. (Our route is described in "California Road Book," Route No. 2, and variation "A.") After our rest we mounted again and were rapidly wheeling towards Centerville and dinner. We soon settled into our former hot pace and eventually reached Centerville. Actual riding time from Brooklyn, one hour and twenty minutes; distance, 26 miles. We were now under the genial care of Mr. and Mrs. J. D. Gregory of the Gregory House. We arrived a trifle late for dinner, but with such nice people for hosts, nothing would do but that we must have a nice hot dinner, and we had one, too, and hugely enjoyed it as well. Dinner over, we lighted cigars and settled ourselves comfortably, that we might prepare to continue our ride after dinner had properly settled. Billiards and cards served to while away time both pleasantly and profitably. [Evidently our correspondent held a royal flush.] At 8 o'clock the Captain gave word that it would be advisable to make a start, and we arranged in accordance therewith. While we were at dinner,

THE "FAIRE MUNE"

had quietly taken her place in the sky, and now she shed her "softe white light" in such profusion that "ye hearte of ye merrie bicycler" was made exceedingly glad. It was a day and a half before full moon; and such a moon as it was! Not a breath of air, nor a cloud in the sky. All acquiesced in the sentiment that it would be difficult to plan another moonlight ride, where the roads, weather and moon would be all properly suited to the circumstances as they were on this particular occasion. We were so favored with good roads and plenty of light that our speed was hardly reduced, even though it was night. Washington Corners was the next point en route, but we pressed on without a stop, passed through Harrisburg and pulled up at Milpitas for a breathing spell. I forgot to mention that just before reaching Centerville we struck a bit of road, though only an exact mile long, it is a mile that is always remembered by any rider who passes over it; and especially if the rider be a new one, or soft. The part referred to is the bridge over the Alvarado marshes, which leads to Alvarado. The bridge when originally laid was cheaply done, and the piling and studding has settled unevenly, making small hillocks throughout its length. This, combined with the soft and knotty planks which are unevenly worn, produces a sensation to the rider that makes him soon feel as if an air cushion or air-tight rubber bag would prove very acceptable. This bridge often causes peculiar (not harmonious) remarks to be made of it by most all wheelmen who cross it. I think (I may be mistaken) I heard one of our high privates give vent to a "few peculiar" ejaculations thereon. After a few minutes rest at Milpitas we remounted, and were soon on the home stretch to San Jose. The roads, as we approached the "Rhubarbs" (according to Matthews) of the Garden City, became dusty and gravelly, so our progress was not quite so rapid; but we managed to pull up at the St. James Hotel in San Jose at the seasonable hour of 10.20 P. M. Our actual riding time for the trip being three hours and twenty minutes. We registered

and placed our bikes aside, and then paid a visit to the editor of the *S. J. Times*. That done, we made a call upon the members of

THE GARDEN CITY WHEELMEN

and found a few of them at home in their new club room. After a good social time we all adjourned to a refreshment booth at the invitation of the Garden City boys, and spent the balance of the evening.

The company eventually broke up and each went his way. We went to bed to prepare for an early ride on the morrow. After a good and needed night's rest we were up at 6.45 and out on the road at 7 to enjoy a ride to Alum Rock, a place of resort, surrounded by mineral springs some 7 miles from town. The point we wished to reach is called "the Junction," being the junction of Lick avenue (leading to Mt. Hamilton where the observatory is located) and the road which continues on to Alum Rock. The grade to the junction is 4 feet to the hundred, so gentle that most any wheelman is capable of riding it.

On arriving at the Junction we rested and then mounted our wheels prepared to enjoy the smooth coast of nearly 2 1-2 miles. It is needless to say we rushed down this grade with a speed almost equal to that of a "wild locomotive" and the faster we went, the greater our enjoyment. On the return to the hotel we had a good hearty breakfast, and at 10 A. M. made ready to start homeward. Our prospective ride we did not sincerely contemplate enjoying, for we saw we were to face a stiff north breeze all the way home; and as the day wore on the breeze blew harder. However, we made up our minds to ride home, though the wind was against us, and we did it; all very much pleased and satisfied with a ride of 100 miles made over most excellent roads.

L. A. W., 7616—2758.

SIX-DAY, FOUR HOURS A DAY PHILADELPHIA
RECORDS BROKEN.

[The following account was mailed in Philadelphia, Sunday, March 11, and it reached us March 16. No one to blame, but the snow drifts were too deep.—ED.]—

The six-day, four hours per day, bicycle race closed at the Elite Rink, Saturday, March 10, and four of the five riders who finished beat the record. About 1000 people were present, by far the best attendance of the week. There are upwards of 3000 wheelmen in Philadelphia, and why this race was not better patronized is one of the mysteries. On Thursday night Crocker rode 72 miles in the four hours, an average of 18 miles an hour, and this too on an eleven-and-a-half lap track. He was riding in splendid form, and none of his competitors could touch him. Whittaker was thrown out of the race by an ugly header early in the race, and he sprained both wrist and knee so badly as to throw him out entirely, although he went on the track with Miss Armaindo Saturday evening and rode about 15 miles. The score for the week was as follows:

	MILES.	LAPS.
Crocker, - - - - -	405	9
Knapp, - - - - -	405	6
Ashinger, - - - - -	404	6
Rhodes, - - - - -	403	10
Dingley, - - - - -	376	0

The first four men all break the record, which for this kind of a race was held by Ashinger, who had made 400 miles for that time. ARIEL.

FORTY-EIGHT HOUR RACE AT NEWCASTLE, ENG-
LAND.

ROWE WINS HIS FIRST RACE.

WE give below the results of the 48-hour race lately held in St. George's Drill Hall, Newcastle, week ending March 3. Shortly before time was called for the finish all the men were cleared off the track, and only Battensby and Young left. The bell rang out the last five minutes, and then was witnessed the final struggle. Both men strove hard, but Battensby got home a length in front amidst deafening cheers, having won the race by a lap and a little over. The scores were:

	M.	L.
Battensby, - - - - -	766	9
Young, - - - - -	766	8
Lamb, - - - - -	758	6
Terront, - - - - -	756	4
Parkes, - - - - -	603	8
Dubois, - - - - -	537	0

The five-mile international race, ridden in heats, was won by W. A. Rowe. Rowe, however, did not like the corners, and neve

fairly let himself out. He is matched by Mr. Morgan for £100 against W. Wood, over the Jarrow track, for fifty miles, the latter's stake being £75. We are indebted to the *Cyclist* for above.

HOW TO APPLY THE NATIONAL SURPLUS TO SE-
CURE BETTER ROADS.

THE Secretary-Editor of the L. A. W. says in the *Bi. World* of March 2d: "One M. T. Thompson offers." etc. We wish to second Mr. Thompson with spirit. Mr. Thompson's idea is to relieve the United States Government of the \$200,000,000.00 surplus which President Cleveland and many other eminent men are troubled about, by distributing it among the States for the purpose of building good roads.

Apparently the advisable way would be to distribute the money among the States and Territories in proportion to the number of square miles of their domain. There being 5,000,000 square miles in the United States, excluding Alaska and the Indian Territory, there would be \$40.00 per square mile distributed on this basis.

This would give Ohio with 40,000 square miles, \$1,600,000.00; Pennsylvania, \$1,840,000.00; New Jersey, \$320,000.00; New York, \$1,880,000.00; Massachusetts, \$320,000.00; Vermont, \$400,000.00; Michigan, \$2,240,000.00; Arizona, \$4,560,000.00; and Colorado, \$4,200,000.00; and being distributed again among the Counties, would give to a County the size of Essex, N. J., which has an area of 160 miles, \$6,500. which is a sum not too small to be of use, and one which would pay for more work in some other parts of the country than it will with us.

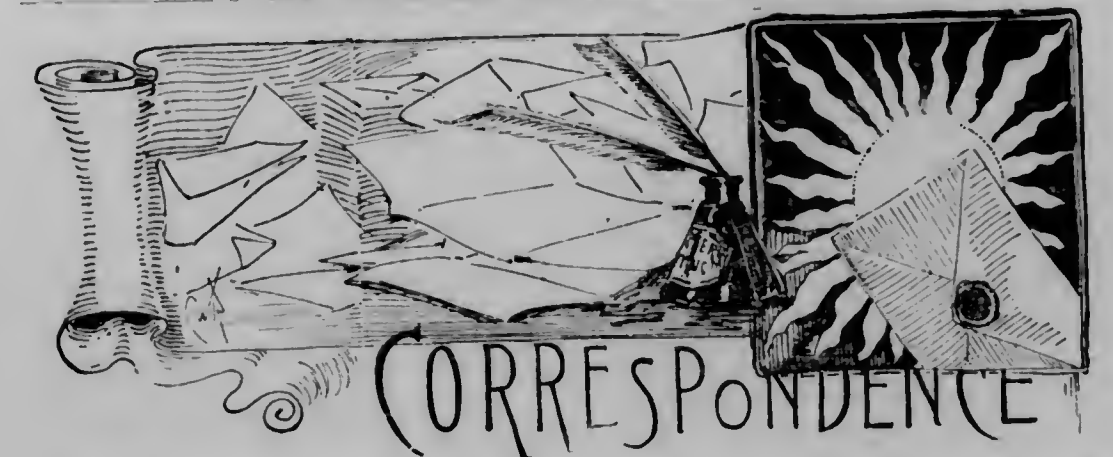
I do not think counties should be forced to take their share of the award, but those whose roads do not require improvement, and I am told there are such, would refrain from applying for the award and leave it to go to other places in the same State.

Also if the officials of any County should prove too indolent to take the trouble to write out the proper application within a certain specified time, then such County should forfeit its claim and the amount should be at the disposal of the State.

If this, on further consideration and investigation, should prove not to be an inadvisable use of the money, it would seem to offer just such an opportunity as the League has been looking for to work for road improvement, and it would gain for itself and for wheelmen generally no little prestige and renown by advocating the measure.

We have some eight or ten million farmers to stand by us with their influence in any such movement. This is an outline of work ready for filling in. Shall we fill it in? If not, let us all know and understand why not. Let us discuss and ventilate the matter, and let us discuss it now.

J. V. L. PIERSON, L. A. W. 9760.



MR. TUCKER AND THE WELLS QUESTION.

Editor *Bi. World*: Fearing that a portion of your account of the last meeting of the Board of Officers, in which I am quoted as saying, "He wished to state that in his opinion a serious mistake would have been made had Mr. Wells been elected Secretary-Editor, considering that gentleman's financial connection with the *Bulletin*, etc.," may be misleading and not fairly presenting my views on the subject to which they relate, I desire to submit the following, and respectfully ask for its publication;

The objections I would have urged against Mr. Wells, as Secretary-Editor, were based entirely on the position he would have occupied to the *L. A. W. Bulletin*, he being then and now, a member of the firm, which had the contract for printing that paper; his election would, in his dual capacity, have placed him in an extremely delicate business position, and one, he could not expect to have occupied, without much criticism—whether just or otherwise.

My questioning the wisdom of his election, was only for the reasons above stated and not intended in any way as a criticism on his relations to the L. A. W. or its Board of Officers, either then or now.

To make my position thoroughly impersonal, I would say, that I should have considered it my duty to have opposed the election of any one to the position of Secretary-Editor, who intended to occupy a like dual position.

With much respect, I remain, yours truly,
Philadelphia, March 10, 1888. W. R. TUCKER.

BRAKES FOR SAFETIES.

Editor Bicycling World: Regarding your editorial comment in last week's issue supporting the idea of placing the brake on the rear wheel of the rear-driving safety, I should be glad to hear through the columns of your paper, ideas of some others riders concerning this point.

I have been riding a rear-driving safety for three years, and am conversant with most of the leading English types of this machine, and nearly all that I have examined seem to have the brake of the spoon pattern acting upon the front wheel, unless by some complicated arrangement of the front forks, it has been found impossible to attach the brake at this point. My experience with the spoon brake on the rear wheel, has not been of the pleasantest, as not only was the mud splashed over the lower bracket bearings, but over my clothes as well. With a good, stout spoon brake attached to the handle-bar, and acting upon the front wheel, it seems not only to be in its natural position, but much more effective and certainly less complicated, consequently, not as liable to get out of order. In looking over a number of English catalogues for this year, recently received, I notice that the spoon brake acting upon the front wheel is almost universally used, and it is only attached by a band or spoon on the rear wheel, where the construction of the machine will not allow it to be placed in the first named position.

Would some other riders of this type of safety, give their experience on this point, and greatly oblige.

Yours fraternally, L. A. W., 3001.

At a special meeting of the Pennsylvania Bicycle Club held March 14th, the following preamble and resolutions were adopted: *Whereas*, It has pleased an all-wise Providence to remove from our midst our much-beloved comrade and fellow member, Isaac C. Thompson; and

Whereas, We sincerely mourn the loss of one whom all of us respected as a fellow member, and by many loved as a friend; be it *Resolved*, That our warm and earnest sympathy is extended to his afflicted family in their hour of sorrow; and be it

Resolved, That a copy of these resolutions and preamble be sent to the family of the deceased, and also be published in the *Bicycling World*, and *American Athlete*.

NATURALLY all eyes possessed by League members will be cast with much curiosity in the direction of Pennsylvania, where the election for representatives is taking place. We shall all wonder what they will do with Mr. Wells.

CYCLISTS' TOURING CLUB.

FRANK W. WESTON,

UNITED STATES CHIEF CONSUL,

Savin Hill, Boston, Mass.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

Membership application blanks and any required information on club matters can be obtained by applying as above and enclosing a stamped addressed envelope for reply.

RENEWAL NOTICE.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

APPLICATIONS FOR MEMBERSHIP.—Unless protested

is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed), are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Calhoun, J. G., 357 Main St., Hartford, Conn.
Calhoun, D., 11 Walnut St., Hartford, Conn.
Green, M. J., Meyers St., Oroville, Cal.
Kusel, C. E., Oroville, Cal.
Peck, A. D., Jr., 9 Otis St., Boston, Mass.
Rhodes, H. H., 1513 Douglas St., Omaha, Neb.
Reese, J. S., 412 W. Balto St., Baltimore, Md.
Simon, S. S., Oroville, Cal.
Smith, E. B., Neb. Tel. Co., Omaha, Neb.
Stone, W. E., Box 1028, Springfield, Mass.
Thayer, G. B., Evening Post, Hartford, Conn.
Titus, H., Oroville, Cal.
Johnson, L. H., 401 Main St., Orange, N. J.
Pound, R., 63 E. 2d St., Plainfield, N. J.
Gardner, A. B., 23 South St., Utica, N. Y.
Sturberg, H., Jr., Germania Mills, Holyoke, Mass.
Cunningham, W., 97 Chambers St., New York City.
Danforth, Mrs. J. R., 2030 Wallace St., Phila., Pa.
Danforth, Rev. J. R., 2030 Wallace St., Phila., Pa.
Weimer, W. E., 721 Cumberland St., Lebanon, Pa.
Briant, A. E., 15 Pine St., Chicago, Ill.
Scribner, G. O., San Diego, Cal.
Kroppack, O. L., 801 Tenth Ave., Burlington, Ia.
Locke, A. W., North Adams, Mass.
Robinson, H. W., 50 State St., Boston.
Graves, F. B., Box 166, Rochester, N. Y.
Robinson, A. W., 10 Salem St., Charlestown, Mass.

A WHEELMAN'S BALLAD.

RUDE winds from some bleak polar shore,
In savage gusts of icy sleet,
Among the tree-tops fiercely roar,
And on my frosted windows beat.
In deepening drifts along the street,
Through weary months the snow has lain,
And lingering days my longing cheat,
When I may mount my wheel again.

So then I'll stoutly bar my door,
Draw near the fire my cushioned seat,
And hope the cycling joys of yore,
By memory's magic to repeat.
Alas! These thoughts of "run" and "meet,"
But bring my longing added pain;
Then hasten, Spring, on nimble feet,
When I may mount my wheel again.

Now Winter's rule is almost o'er,
The lengthening daylight's kindly heat,
Remembered roads will soon restore,
Where on my wheel, again I greet
The bluebirds singing in the wheat.
No longing then my joy will stain,
Nor life, as now, drag incomplete,
When I may mount my wheel again.

ENVOI.

Prince, well I know that power is sweet;
Yet not for all thy years of reign,
Would I exchange those hours so fleet,
When I may mount my wheel again.

DUDLEY C. HASBROUCK.

THE last private musicale of the season, which have been given during the winter at the house of Mr. C. Hopkins, Wellington, Mass., was held last week. We regret that other imperative engagements prevented our accepting Mr. Hopkins' kind invitation to be present.

DOCTOR COOPER's suspensory drawers are specially suitable for cyclists' use. We call attention of riders to the advertisement of the Kingston Knitting Co., which appears in this issue, and who make a specialty of these drawers, as well as other woolen garments for athletes' use.

OUR readers should notice the enterprise of Messrs. Starley & Sutton in crossing the water and patronizing our advertising columns. These gentlemen were the pioneer makers of the now popular form of the rear-driving safety, and in fact this type is always spoken of as the "Rover" type. We can safely commend the Rover to the favorable notice of our readers. Messrs. Starley & Sutton's Rover was the first of the kind ever to appear in America, and our Mr. "London W." rode it with great satisfaction. In fact he has been a convert to the rear-driving safety ever since.

APPOINTMENTS.

Consul for Lowell, Mass.—Walter U. Lawson, 104 High street.
State Consul for District of Columbia—Howell Stewart, 1420 Q St., Washington, D. C.
Consul for Washington, D. C.—Dr. E. B. Farney, 1214 Pennsylvania Ave.
State Consul for Delaware—S. W. Merrihew, 906 Jackson St., Wilmington.
Consul for Charlestown, Mass.—E. A. Simonds.
Consul for Newton, Mass.—Rev. H. L. Wheeler, M. A., Box 222.
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Consul for Watertown, N. Y.—Francis A. Sherman.
Consul for Rochester, N. Y.—Fred B. Graves.
Consul for Newark, N. J.—S. H. Sargeant.
Consul for Dayton, O.—Fred W. Gebhart.
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State Consul for Rhode Island—Chas. S. Davol, Box Warren.
Consul for Exeter, N. H.—Albert N. Dow.
Consul for New Bedford, Mass.—Dr. A. F. Wyman.
Consul for Cambridge, Mass.—J. R. Jewett, 153 Mt. Auburn St.
State Consul for California—Milton J. Green, Oroville.
Consul for Oroville, Cal.—C. E. Kusel.
Hotel for Exeter, N. H., "Gorham Hall."



ABBOT BASSETT, Secretary-Editor.

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TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkorn, Chairman, No. 648 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

THE Executive Committee has voted to call for a popular subscription from members and friends of the League, and it is issued this week. We commend the circular to each and every reader of the BULLETIN. We do not feel it necessary to add a word to what has been said, for we have great faith in the loyalty and interest of the members, and we feel assured that the call will meet with a liberal response.

REGARDING the financial condition of the League, we desire to say that the affairs of 1887 taken by themselves show a clear profit in favor of the League. If we had entered upon the year free from the obligations of previous years there would have been a surplus for the treasury, after close of the year's work.

MEMBERS who wish a change of address should send to the Secretary-Editor. He retains the conduct of the mailing list.

NEW officers of the L. A. W. will be elected at Baltimore. — *Wheel*. There is truth in the foregoing, provided the annual meeting of the new National Assembly is held in Baltimore next February. If our esteemed contemporary will look up the law it will find that in adopting the new scheme of re-organization it is necessary that the present officials of the League hold over until the election of their successors next February by the National Assembly.

A CORRESPONDENT suggests a League straw hat for summer wear. The Boston Club introduced this idea in their club last year and carried it out with success. We commend the idea to outifters.

WHAT business house would lay bare to the public gaze all the details of its business and the schemes which it is pursuing? The League is a business enterprise and must be run as such. If there are those who believe that there is something "fishy" in everything that is done by the Executive Committee, or any other committee, without the publication of all the details of the scheme in the paper, or giving them forth in public meeting, we have an idea that his ideas of business are not in harmony with common sense. Several questions were asked at the late New York meeting of the Uniform Committee and of the Secretary, which were not replied to as fully as they would have been had the questioner sought the information in a less public manner. A member of the League has certain rights, but among them is certainly not the right to know everything that transpires in the running of the League.

DEALERS report a boom in business and predict the best year yet. When business booms, so also booms the League, and 15,000 may be reached.

WE regret that the editor of the WORLD cannot see the wisdom of the call for a subscription. His plan to withhold funds from the Divisions is not in our opinion a wise one. The cry has been that the Divisions must have money to work with. The League has responded to the cry, and sent more funds in their direction. Withhold the money and no work can be done. The League has been crawling long enough. Let us throw off the burden of debt by one grand effort, and allow both League and Divisions to accomplish something.

A POPULAR SUBSCRIPTION.

The Executive Committee has been urged many times to call for a popular subscription from the members and friends of the League to relieve the organization from the burden of debt it has been laboring under. The committee has said that it would do this at the proper time. They now feel that the time has come. The outlook for the League is very flattering, and the committee feels

that good work can be done if the incubus of debt is removed. The following circular has been sent to the Chief Consuls of the League, and it is published here so that it may reach the eyes of the membership and friends. The committee will gladly receive subscriptions from clubs or individuals, and duly acknowledge the same. They hope never again to make such a call, but they feel that it is imperative at this time:

Boston, March 15, 1888.
Dear Sir—The Executive Committee of the League of American Wheelmen desires to call your attention to the present and prospective financial condition of the organization, and they ask that you will co-operate with them in a measure looking towards a speedy relief from the embarrassment that the League is now under, which is but a continuation of that which has obtained for several years. The members of this Committee feel that the time has come for the taking of heroic measures to place the League financially upon its feet once more, that we may enter upon our work under the new plan of organization fully equipped for our duties. The League will stand very nearly out of debt on the first day of April. The Secretary-Editor assures us that he hopes to be able to pay the Divisions in full on that day, but his hopes are largely grounded on the payment of sums due us from advertising patrons, and he may be unable to do as he may wish for. If he were able to do so, there is still no money on hand to pay bills now in the hands of the Treasurer, and these should be met at once. It is just possible that we shall be able to free ourselves from debt very early in April, and stand clear before the world, but if we do this, it will be at the expense of what should be our working capital, and we fear that we shall go in debt before the close of the year. The great bulk of the League's income is derived from the dues of members, and this money is received during the first two months of the year. We have received a little short of \$8,000 in the way of dues up to April 1, and of this sum the National Body gets \$4,000. This money will have to be spent in making up the deficits of 1886 and 1887, and all that the League may depend upon for future income will be fifty cents per capita that comes to us. It is fair to suppose that we may get 12,000 members this year, or 4,000 more than we now have. These 4,000 members will give the League a little over two thousand dollars, for the Treasurer will get but fifty cents per member after the new plan is adopted, though until it is adopted the money will be divided as of old. Thus it will be seen that the national organization will have about \$200 for its expenses for fourteen months, since under the new plan renewals are not due until May, 1888, four months later than usual. This sum is entirely inadequate to the probable demands on the treasury.

The Executive Committee has the choice between two plans: It can instruct the Secretary-Editor to withhold payment to the Divisions of all that is due them, thus making them creditors of the National Body, as they were in 1887, or it can call for a popular subscription. The League has been in financial straits quite long enough, and it behooves us to throw off the incubus. We must have money for the work in hand. We have decided that it is much the best plan to make an appeal to members for a popular subscription in our behalf. We ask that you bring this matter to the attention of your Division at once, and confer with the members relative to the best method of aiding us. We ought to have a sum equal to at least fifty cents per capita, and as much larger individual subscriptions as the generosity of donors may dictate. We leave it to your Division to decide whether or not they will vote a sum from the Division treasury, or call upon members for donations, or both. Our present income is large enough for our purposes could we have it all, but each year we see it melt away under the burning influences of debts we have inherited from former years. Any and all sums of money should be sent to our Treasurer, Wm. M. Brewster, 309 Olive street, St. Louis, Mo. Fraternally submitted,

T. J. KIRKPATRICK,
H. W. HAYES,
Geo. R. BIDWELL,
Executive Committee.

PENNSYLVANIA APPOINTMENTS.

Chief Consul George A. Jessup wishes the following appointments of Consuls announced officially: Reading—George Scheele, 819 Pine st., vice H. Crowther, resigned. Susquehanna—A. P. French, vice T. A. Hayward, resigned. Lancaster—Wm. S. Gleim, vice S. B. Downey, resigned. Brownsville—E. S. Michner.

J. G. CARPENTER, Sec-Treas.

To Consuls New York State Division, L. A. W.

All Consuls of this Division are hereby re-appointed to Sept. 1st, 1888. GEORGE R. BIDWELL, Chief Consul.

MISSOURI APPOINTMENTS.

I have appointed the following Consuls, viz.:
Louisiana, J. C. Irwin.
Bowling Green, J. W. Edwards.
League Hotel for Bowling Green, the Palace Hotel.
Rate, \$2.00 per day; to L. A. W., \$1.50 per day.
Fraternally, W. M. BREWSTER, C. C.
St. Louis, Mo., March 10, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III, of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 131—Total 49—\$727.

BOSTON, March 23, 1888.

ARKANSAS—1—11.

Unattached.
17940 Smith, Sidney, Box 51, Pine Bluff.

CALIFORNIA DIVISION—1—304.

Bay City Wheelmen.
17941 Thompson, W. E., care Wells, Fargo Co., San Francisco.

DISTRICT OF COLUMBIA DIVISION—1—66.

Capital Cycling Club.
17942 Demaray, Edw. A., 1104 12th st., Washington.

ENGLAND—1—4.

C. T. C.
17943 Burr, Thomas Alfred, 10 Queen sq., W. C. London.

ILLINOIS DIVISION—2—484.

Illinois Cycling Club.
17944 Clement, A. M., 909 Monroe st., Chicago.
Unattached.
17945 Pursley, Willis, care Buckley, Pursley & Co., Peoria.

INDIANA DIVISION—2—161.

Terre Haute Bi. Club.
17946 Haring, Harry D., 1339 Chestnut st., Terre Haute.

Unattached.
17945 Dedrick, Walt. R., Jeffersonville.

KENTUCKY DIVISION—3—62.

Newport Bi. Club.
17947 Holmes, P. I., Newport.
Unattached.
17948 Miner, W. C., Maysville.
17949 Theal, A. N., Covington.

MARYLAND DIVISION—3—270.

Baltimore Cycle Club.
17950 Jacobson, A. W., 229 W. Lanvale st., Baltimore.
17951 Pennington, Dr. S. C., 337 No. Charles st., Baltimore.
17952 Tyler, Walter B., care S. E. Egerton & Co., Baltimore.

MASSACHUSETTS DIVISION—2—980.

Unattached.
17953 Mitchell, Wm. F., Hyde Park.
17954 Rockwood, E. E., Attleboro Falls.

MICHIGAN DIVISION—1—189.

Unattached.
17955 Heath, E. J., Ithaca.

MINNESOTA DIVISION—1—51.

Winona Cyclists.
17956 Wheeler, C. M., Winona.

MISSOURI DIVISION—3—272.

Eurota Bi. Club.
17957 Lewis, Wm. J., 3014 Morgan st., St. Louis.
Missouri Bi. Club.
17958 Hendel, Jesse A., 203 No. Ewing ave., "
17959 Wade, G. K. B., 3500 Morgan st., "
Unattached.
17960 Spiegelhalter, Fred., 1100 Chouteau ave., "
17961 Lamb, R. H., 1304 Union ave., Kansas City.

NEW JERSEY DIVISION—3—567.

Hudson Co. Wheelmen.
17962 Rolfe, Chas., 413 Bloomfield st., Hoboken.
Orange Wanderers.
17963 Taylor, Everett K., So. Orange.
Unattached.
17964 Townsend, C. H., Newark.

NEW YORK DIVISION—5—1879.

Unattached.
17965 Buchheit, Geo. J., 28 Carroll st., Buffalo.
17966 Burgess, J. H., Elmira.
17967 Henderson, J. S., 105 Greenwich st., New York.
17968 Johnson, Chas. R., 67 Rutgers st., Utica.
17969 Luce, Chas. C., 41 Rutgers st., "

OHIO DIVISION—2—685.

Unattached.
17970 Heidcamp, Frank A., 341 Main st., Cincinnati.
17988 Marvin, Geo. L., Andover.

PENNSYLVANIA DIVISION—10—1165.

Alpha Wheel Club.
17971 Jacobson, James, Bethlehem.
Mountain Wheel Club.
17972 Denlinger, W. H., Philipsburg.
17973 Turnbach, C. E., "
Unattached.
17974 Bleakley, O. D., Franklin.
17975 Frazier, John P., "
17976 Kennerdell, Richard, "
17977 Snook, E. W., Canonsburg.
17978 Ewing, S. Blaine, Du Bois.
17979 Flegal, Harvey, J., Clark.
17980 Lowry, W. G., "

RHODE ISLAND DIVISION—5—174.

Kent Co. Wheelmen.
17981 Blakeslee, Francis D., East Greenwich.
Pawtucket Bi. Club.
17982 Henry, Chas. W., 87 Garden st., Pawtucket.

Unattached.
17983 Jenks, Edwin L., 218 Broad st., "
17984 Phinney, C. F., 139 Pine st., "
17985 Sweet, Chas. F., "

WEST VIRGINIA DIVISION—1—25.

Unattached.
17986 Allen, A. S., Summit Point.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.....

Club,..... P. O. Address,.....

City and State,.....

References:.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

33—If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

LEAGUE of AMERICAN WHEELMEN.

Membership, including Life, Renewals and Applications to List 130 inclusive.

BOSTON, Mass, March 16, 1888.

	Life.	Renew.	Appli.	Total.	Total.
	als.	ations.	inc.	Life.	
Alabama,	0	8	1	9	9
Arizona,	0	2	1	3	3
Arkansas,	0	8	2	10	10
California,	1	262	40	302	303
Colorado,	0	29	11	40	40
Connecticut,	2	356	25	381	383
Dakota,	0	10	0	10	10
Delaware,	0	26	11	37	37
Dist. of Col.,	0	64	1	65	65
Florida,	0	7	8	15	15
Georgia,	0	11	4	15	15
Illinois,	2	425	55	480	482
Indiana,	0	143	16	159	159
Iowa,	0	88	16	104	104
Kansas,	0	98	9	107	107
Kentucky,	1	49	9	58	59
Louisiana,	0	42	1	43	43
Maine,	0	101	4	105	105
Maryland,	0	238	29	267	267
Massachusetts,	5	887	86	973	978
Michigan,	1	168	19	187	188
Minnesota,	0	67	13	80	80
Mississippi,	0	0	1	1	1
Missouri,	1	250	16	266	267
Montana,	0	3	0	3	3
Nebraska,	1	71	2	73	74
N. Hampshire,	2	81	4	85	87
New Jersey,	1	541	22	563	564
New Mexico,	0	2	0	2	2
New York,	9	1698	167	1865	1874
N. Carolina,	1	4	0	4	5
Ohio,	0	619	64	683	683
Pennsylvania,	17	1063	78	1141	1158
Rhode Isl'nd,	2	142	25	167	169
S. Carolina,	0	1	6	7	7
Tennessee,	0	39	7	46	46
Texas,	0	19	4	23	23
Utah,	0	9	1	10	10
Vermont,	0	50	2	52	52
Virginia,	2	65	9	74	76
W. Virginia,	0	21	3	24	24
Wisconsin,	0	64	6	70	70
Wyoming,	0	4	0	4	4
Wash. Ter.,	0	1	0	1	1
Bermuda,	0	1	0	1	1
Canada,	0	6	1	7	7
England,	0	3	0	3	3
France,	0	0	0	0	0
Nova Scotia,	0	4	0	4	4
Switzerland,	0	1	0	1	1
	48	7851	779	8630	8678

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."

THE "ROVER" has set the fashion to the world.—The Cyclist.
THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
THE "ROVER." The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
THE "ROVER." On this machine some startling speed rates may be look for.—Bazaar.
THE "ROVER." Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
THE "ROVER." For night riding its equal would be hard to find.—Bicycling News.
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
THE "ROVER." We have the highest opinion of this machine.—Irish Cyclist.
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
THE "ROVER" is the best hill climber on the road.—The Presbyterian.
THE "ROVER" is built on the soundest of principles.—Weekly Budget.
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
THE "ROVER" on which record was so badly beaten.—The Cyclist.
THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
THE "ROVER" attracts a great amount of attention.—Bell's Life.
THE "ROVER" was, of course, well to the fore.—Land & Water.
THE "ROVER" is a very excellent machine.—Colonies and India.
THE "ROVER" runs with remarkable steadiness.—The Bazaar.
THE "ROVER." We always use a "Rover."—Tricycling Journal.
THE "ROVER." The 100 mile race was marvellous.—Citizen.
THE "ROVER" is the fastest and safest machine.—Knowledge.
THE "ROVER." This machine is *par excellence*.—Knowledge.
THE "ROVER" presents many features of interest.—Health.
THE "ROVER" is a splendid hill climber.—Bicycling News.
THE "ROVER" is a sterling machine.—English Mechanic.
THE "ROVER" is exceedingly well received.—Ironmonger.
THE "ROVER" proved to be as fast as predicted.—Field.
THE "ROVER" is learned in ten minutes.—Irish Cyclist.
THE "ROVER" now so well known.—Bicycling News.
THE "ROVER" does not slip sideways.—The Cyclist.
THE "ROVER" is a perfect beauty.—Cycling Times.
THE "ROVER." The success of the year.—Bazaar.
THE "ROVER." A most luxurious vehicle.—Youth.
THE "ROVER" is a perfect demon.—Wheeling.



STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY!

THE KINGSTON KNITTING COMPANY,

17 Kingston Street, BOSTON, MASS.

Would call the special attention of the Trade to their excellent line of ATHLETIC GOODS, in the Latest Styles of the season, and for beauty of design, elasticity and durability cannot be excelled. We weave all of the cloths and manufacture from the best Worsted and Woolen Stock, which gives us many advantages in getting up beautiful effects, in Polo, Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Fencing Suits, Leotards and Dress Suits, in mixtures, solid colors, and the more delicate shades. Also, L. A. W. Suits, very stylish. All of these goods are gotten up in Light, Medium and Heavy Weights, as ordered.

Our Knee Pants and Full Body Tights are the admiration of all who wear them, the introduction of our New Suspensory Pocket and reinforcement giving ease and comfort to the wearer, and are great promoters of health, and highly recommended by Eminent Physicians and Professors of Physical Culture.

Our Bicycle Hosiery is made of fine Worsted Stock, Glove-fitting, and to match the shades of our garments. Those we are now introducing of Linen Fashioned Socks and Toes, are a great comfort in warm weather, and very durable.

The TRADE will find it decidedly for their interest to do business with us. Our prices are very reasonable. Correspondence solicited.

Send for our Circular.

KINGSTON KNITTING CO.

The "BEST" Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient.

Loudest and "Best" call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

PRICE, 25c. EACH. Discount to Dealers.
WHITTEN & CO., Providence, R. I.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,
100 Sudbury St., Boston, Mass.



SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

C. W. SPINNEY, Fitchburg, Mass.

SECOND-HAND GUNS AND REVOLVERS TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

THE POPE MFG. CO. CORDIALLY INVITES CYCLERS AND THOSE INTERESTED IN CYCLING TO CALL AT ITS WAREROOMS, 79 FRANKLIN ST., BOSTON; 12 WARREN ST., NEW YORK; 291 WABASH AVE., CHICAGO; AND AT ITS AGENCIES IN EVERY IMPORTANT PLACE, TO

INSPECT COLUMBIA

BICYCLES, TRICYCLES, TANDEMS AND SAFETIES FOR 1888, WHICH ARE PRESENTED AS EMBODYING THE BEST RESULTS OF THE FINEST PROCURABLE MATERIAL, SCIENTIFIC EXPERIMENT AND PRACTICAL EXPERIENCE.
THE COLUMBIA CATALOGUE, CONTAINING 64 PAGES AND 40 ENGRAVINGS, IS THE MOST COMPREHENSIVE PUBLISHED, AND IS SENT FREE.



HAVE YOU SEEN THE RUDGE FOR 1888.

The many tried and valued features of this reliable make, and the large number in use, is a sufficient recommendation to intending purchasers. See it before buying. Catalogue now ready.

H. M. SABEN,

152 Congress Street, Boston.

Is there an agent for the RUDGE in your vicinity? If not apply as above.

FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 30 MARCH, 1888.

Volume XVI.
Number 22.

OF COURSE NOT.

The riding public ask why the makers of Victor Cycles don't advertise a list of second-hand bicycles. It is generally the case that when a maker has a hard time getting rid of his stuff he will trade the said stuff for old wheels, and we suggest that when makers are found largely in this business it is a strong evidence that the wheel they make is not "appreciated."

The makers of the Victors are happy to say that riders do appreciate their wheel, and hence that they are enabled to dispose of the wheels for coin. The reason we do not trade for other maker's wheels is because

WE * DON'T * HAVE * TO.

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Write for Our 1888 Catalogue.

**New Rapid Roadster,
New Rapid Light Roadster,
New Rapid Safety,**

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,

Quadrant Tandem, No. 15. Two Ladies can ride.

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

KING OF THE ROAD LAMPS,

and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

You May be Interested in This.

I shall make a specialty of renting Bicycles, Tricycles and Tandems this season, and shall offer only the best wheels in perfect condition. The Columbia Light Roadster Bicycles, Veloce and Bicycleette Safeties, Columbia Light Roadster and Surprise Tricycles and Columbia Tandems will compose my road stock. I shall not rent second-hand wheels, but on the contrary my road wheels will be new and 1888 patterns. My pamphlet, giving terms and particulars, will soon be ready, and I should be pleased to mail a copy to any applicant.

I have received, in the way of exchange, a number of first-class **Second-hand Bicycles** during the past week, sizes 52 and 54, that I can offer at very low figures.

Correspondence promptly answered.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—50-inch Columbia Light Roadster; full nickel, ball bearings, spade handles, Kirkpatrick saddle. \$99. C. A. CONOVER, Coldwater, Mich.

BARGAINS—Columbia 2-track Tricycle, \$55.00; Humber Tandem, \$150; both in excellent condition. Correspondence solicited. "CYCLE," 111 West 95th st., New York.

WANTED—A 15 or 18-inch Special 1887 Star. Address, "W," Station G., Philadelphia, Pa.

WANTED—Columbia Tandem and Columbia Light Roadster Tricycle; will pay cash or give in exchange any new bicycle or tricycle that may be wanted. State condition, time in use and machine number. "H," World office.

FOR SALE—A 52-inch Champion American, 1887 pattern, balls all around; spade handles, Lillibridge saddle; only shows wear on tires and pedals; \$85.00 cash buys it. Address F. S. CUMMINGS, Fairfield, Iowa.

FOR SALE—54-inch Expert Columbia, with lamp, etc. Address W. H. MORRISON, 1011 Third avenue, New York.

FOR SALE—54-inch Victor Light Roadster Bicycle, 1887 pattern; in excellent condition. \$105 spot cash takes it. Address CHAS. B. KIRK, Muncie, Ind.

FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tires scarcely show a scratch; all just as good as new; good reason for selling. Price, \$85.00. Address G. W. GALL, Jr., care The Clark Cycle Co., Baltimore.

BARGAINS—Each Wheel Good as New—4 Sparkbrook Humber Tandem, Marlboro' Club Tricycle, Rudge Humber Tandem, 54-inch Victor Bicycle. For details address L. H. PORTER, 29 West 23d street, New York.

FOR SALE—53-inch Apollo Bicycle; balls all around; spade handles, hygienic saddle and rat-trap pedals; good condition. Price \$85. Address M. A. C., P. O. Box 2384, Boston.

BIG BARGAINS—One 51-inch Columbia Light Roadster, 1887 pattern; spade handles; ridden one season; perfect condition; not a weak spot in it. \$109, including Butcher's Cyclometer. One 51-inch Rudge Light Roadster, brand new; never ridden; \$110. Lock Box 202, Holyoke, Mass.

WILL SELL VERY CHEAP—60-inch Expert, balls all round; double grip handles and pedals; cyclometer and hub lamp; first-class condition. Write for particulars. A. P. C., P. O. Box 1883, New York.

FOR SALE—Sparkbrook Tandem (balls all over), lamp, cyclometer, buffer saddles; fine condition; a bargain. H. E. BIDWELL, Pittsburg, Pa.

WANTED—One 50-inch and one 54-inch Victor, New Rapid or Expert machine, late pattern. Will pay spot cash for suitable wheel. Address, with full particulars, BICYCLE, P. O. Box 2434, New York City.

FOR SALE—1887 Victor Safety bicycle; in first-class condition. Address J. S. DEAN, 28 State street, Boston, Mass.

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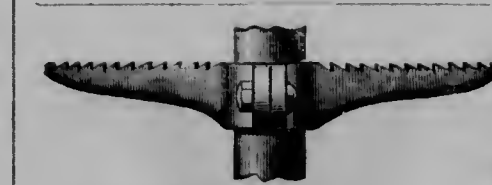
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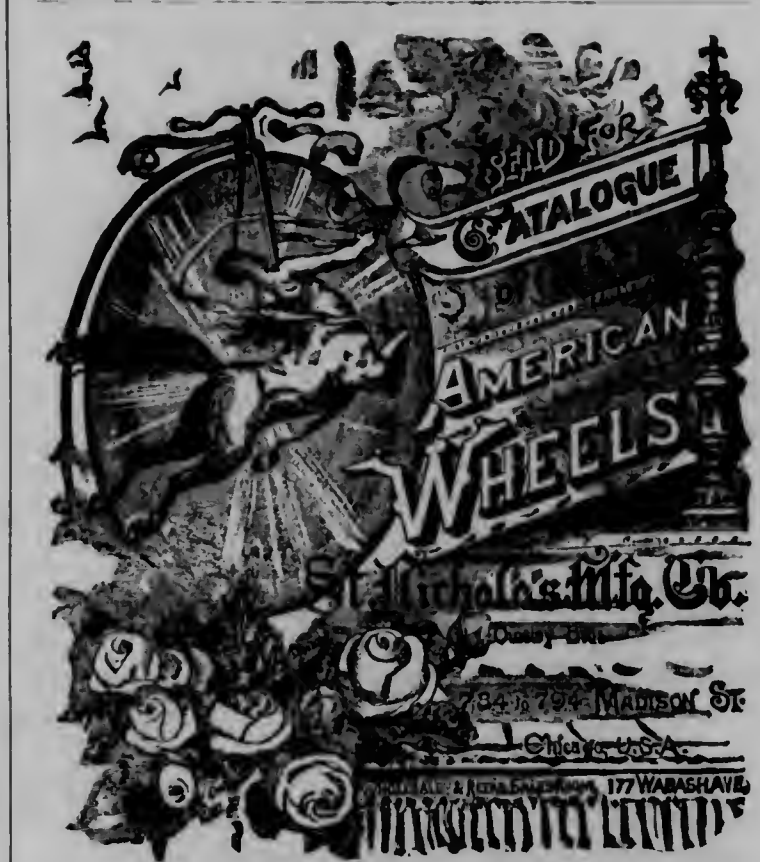
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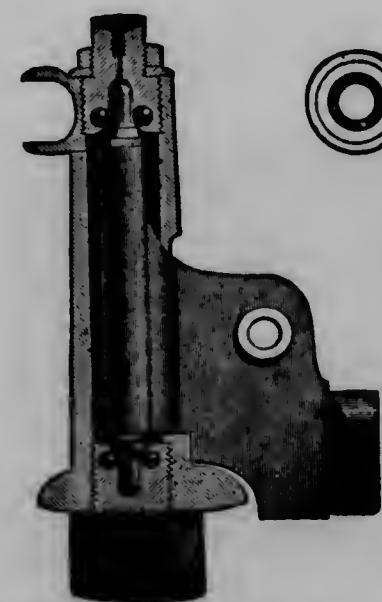
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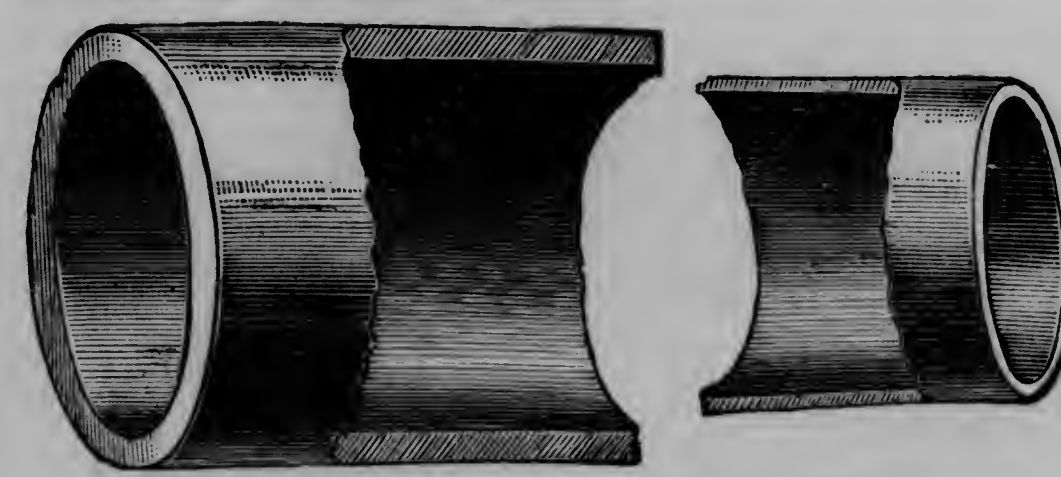


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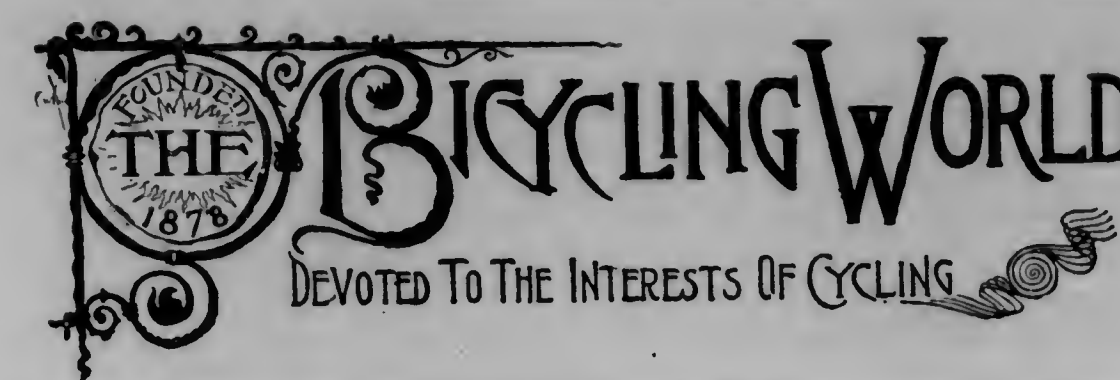
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BICYCLING WORLD AND L. A. W. BULLETIN, PLATE No. 1.



Published Every Friday

THE BICYCLING WORLD COMPANY,

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All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 30 MARCH, 1888.

AUSTRALIA wheels into line, and decides that a cycle is a carriage.

THE *Wheel* does not think it necessary to pry into Mr. Crist's affairs, as we suggested might be done when he goes to England. Neither do we, but the searchers after pure amateurs are not always confined to cares where it is "necessary" or desirable.

LONDON W. sends the following in answer to "Ratchet's" query in our last issue: "Ratchet" makes a pertinent suggestion in connection with the price of cycles in this country as compared with that of England, and asks me to explain. The facts as they appear seem to carry their own explanation. Competition is not so keen here as abroad, and the trade is more controlled by royalties or patented devices and limited licenses. Probably when the tariff reformers take off, as I hope they will, the duty of 35 per cent. ad valorem now exacted on imported machines, prices will tumble materially, and when the field of manufacture is thrown open to the world, as it must be before many years, it will be found that America can produce as good cycles at as low a price as can England. To this time, riders—and proprietors of cycle papers—look forward eagerly."

IT is very funny to note in the English cycling press the difference of opinion on the action of the N. C. U. in regard to road racing. *Wheeling* calls it a "victory," and *Bicycling News* says the meeting was a "failure." It is, however, quite natural and in line with the condition of things "over there." Wherever you find *Bi. News* you can be sure that *Wheeling* will be on the other side. About a year ago, Mr. Hillier and Mr. McCandlish made an attempt to bury the hatchet, and for a time the condition of affairs was saccharine *ad nauseam*. The apparent permanent peace turned out to be a truce and now that is ended we find the hatchet is again exhumed, and the two papers are hammering away at one another as of yore. In the Kauffman championship these two papers are arrayed against each other. In it is a case of the "Etonswall" papers, as described by the immortal Pickwick all over again.

WITH this issue we present to our readers the first of a series of colored plates, which we think, when all are issued, will be of great value and interest to our readers. The series will contain portraits of Rowe, Bassett, Stevens, and other cyclists of note. It was our intention to have made Plate No. 1 the portrait of Rowe, but through a mistake our lithographer made on this plate, we were compelled to have same reprinted. This week, therefore, we present a handsome picture of one of Uncle Sam's postmen as he *should* appear in covering his route in the suburbs and country. It is, perhaps, the best one of the series with which to start—it suggests the methods whereby this paper goes weekly to its larger constituency. To flatten out these plates in cases where creased, lay the plate *face down*, put a damp cloth on back, and use a hot flat iron.

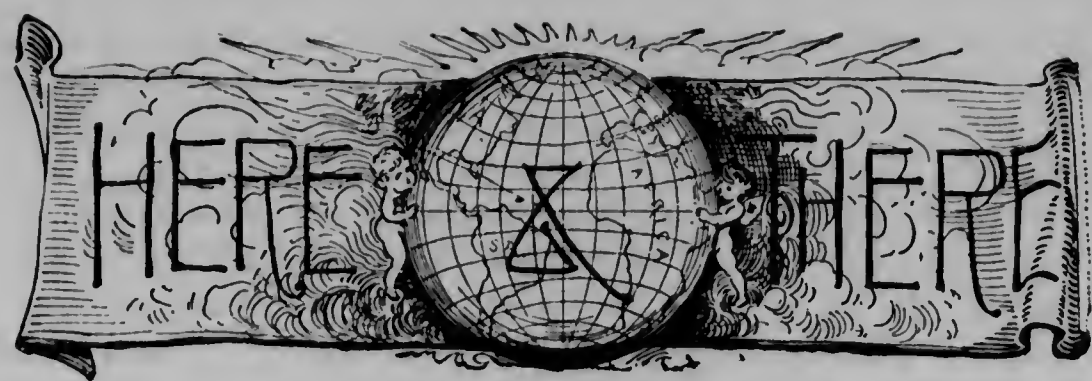
AND so the N. C. U. has decided that the better policy is to keep hands off road racing. At a meeting held March 8th, it was resolved:

"That the Union discourages road racing, and appeals to clubs to assist it by refusing to hold such races." The resolution also went on to say that the Union prohibits any of its officials from officiating or assisting at any road race, and "refuses to recognize records made on the road."

Practically this is the position taken by the L. A. W. on this momentous question. It remains to be seen whether the stand taken by the N. C. U. will tend to really discourage road racing in England. *Wheeling* looks on this as a great victory, as this paper has taken about the same position on this question in England that the *World* has in America. The effect of the withdrawal of moral support to this branch of the sport will no doubt have its effect. It cannot help it. There is, however, a great difference between the meaning of the words "forbid" and "discourage," and we think the N. C. U. have done wisely in not insisting on the adoption of the former verb as their ultimatum on the indulgence in road racing.

THE "Mule," writing from Chicago, says: "Tom Roe has received a letter from a man named Huff, warning him that the race between Prince and McCurdy, in which Roe is supposed to be backing the latter to the extent of \$15,000, has been fixed for his man to lose, and that no money has been put up by the Prince party, the stakeholder being in the swindle. Roe, however, denies that he has put up a cent, and says he was induced by someone to allow his name to be used, and that the party afterwards tried to persuade him to find the money, which he refused to do. There is a very bitter feeling here against the parties concerned in these cycling swindles, the general opinion being that if continued they will bring the sport into disrepute. Roe declares that for his part he has always acted fairly, but he will steer clear of such events hereafter, not relishing the severe criticisms he has, justly or unjustly, been subjected to. This is pleasing news, as Roe is a man who can and will do the sport a vast amount of good."—J. O. Blake, of Chicago, has left the John Wilkinson Co., and become associated with Spalding, who will find him a valuable acquisition.

THE *Buffalo Courier* has the following little complaint to pay to two of our New England railroads: "Every bicycle rider in the country will be pleased to hear that the New York newspapers are denouncing in bitter terms the shameful treatment which the New York, New Haven & Hartford railroad accorded its stormbound passengers during the recent blockade. In some cases they actually would have suffered from hunger, had not the farmers come to their relief. The bicyclers' interest in the matter lies in the fact that this line and its ally, the Boston & Albany, have won especial odium among them because they are almost the only important roads in the country that persistently refuse to carry baggage free when it chances to be in the form of a bicycle. A wheelman may ride from San Francisco to New York without paying a cent for the carriage of his machine, but it will cost him a dollar or two to take it from New York to Boston. The particular injustice of which he complains, however, is that he must pay fifty cents if he resorts to a train in order to avoid even half a mile in sand, so that touring in the region is attended with serious disadvantages. The New York city and New England wheelmen doubtless sympathize with the longing of the victims of the storm for a 'parallel line.'"



"GENTLEMAN JOHN" THIS AND THAT.

I HAVE just finished reading "Our Sentimental Journey," the joint production of Joseph and Elizabeth Pennell, who have long striven along with certain of our number to maintain the tone of cycling. I must needs say that the Pennells have "out pennelled" themselves in this their latest production. I am the proud possessor of one of the "large paper edition," which numbers but 112 copies (I think), my book being numbered 25. It was only by diligent search that I succeeded in getting the book, and the Edinburgh publisher informed me that the rest had been all bought in London. Of course, the "small paper edition" is for sale in all the respectable bookstores, and everyone who likes a crisp and cheery narrative, descriptive of wheel touring, should at once go down in his inside pocket and buy a copy. There is no doubt about the success of "Our Sentimental Journey." Mr. P. promised me a copy, but I could not wait for it, and so had to buy one to satisfy my curiosity. I may say that my curiosity was satisfied, and my expectations realized. The pictures are good, and the language is of that quaint style (at the same time artistic and matter-of-fact) that has so often charmed us in the other works which owe their origin to the hand of our esteemed wheelwoman, Elizabeth Robbins Pennell. The preface is terse and humorous, and refers to Sterne, the author of the original "S. J.," and to Ruskin (the man with the copious flow of "best bad language" on the cycle question) in a most respectful and playful manner that amounts at times to genuine humor.

"STEERSMAN" and "Acolus," two Scottish cycling scribes are responsible for a new cycling periodical which was born to-day (March 7th); I forget its name. I wish the gentlemen well, and hope that they may not drop much money on the venture. I may be wrong, but I have often regarded a wheel paper as a first-class thing to put money into, but a real hard thing to get it out of again, unless some enthusiast with money and scant wit should come along in time to save the editor of the "cycling weekly" from the asylum or the poorhouse. There is nothing personal in the above paragraph, so gentlemen with sensitive toes need not blame me if I have inadvertently trodden on them.

The roads are infernally awful around Edinburgh at present, and the cyclists are (like hen's teeth) few and far between. Ordinary bicycles are fast going out here, and it is now a toss up between a Cripper and a safety, with the odds in favor of the safety.

As there is absolutely no news in this Scotch capital, I think I could do worse than end this epistle right here.

"It was with mingled feelings" of relief and joy, that I saw that the *Bulletin* had become absorbed by the BICYCLING WORLD. Now that the twain have become one flesh, it is to be hoped that the combined efforts of Fourdrinier and Dean, with the aid of a loyal staff of correspondents, may not be without fruit. America has had an "abdomen full" of the little mushroom periodicals that, like Jonah's gourd, spring up with scant notice to prey upon the cycle trade. Gentlemen, don't. If you are going to give us a *paper*, do so, but let there be a little more *news* sandwiched in between the "puffs" than has been your custom. And such items as the following are daily growing in disrepute: "Kennedy-Child denies that he is about to become a benedict." "Harry Corey was the first man to climb Corey Hill, which immediately took his name and has kept it ever since." "John Wells wants to race Hal Greenwood up a mountain either for glory, or gate receipts." "W. A. Rowe is a scorch from Recordville." "Colonel Pope is no relation of the man that had a jubilee lately, and got a lot of nasty, uncomfortable cloth slippers." "Richard Howell is no relation of Howells, of *Harper's Magazine* fame. His name was given to him in recognition of the fact that *howls* are the only form of newspaper *wail* in which he gives voice to his personal grievances." "The Owl does not always sleep all day." "The rumor that the bicyclienne, Louise Armaindo, was again going to nauseate cycling America by her disgraceful performances is not without foundation."

THESE are the kind of items that have surfeited us and make us weary.

BUT there is an end to all things, and I must needs make one here. I made one before in this letter but wandered off again. There is such a thing as being as versatile as a kaleidoscope, but you must agree that such an abnormal development of the bump of versatility is seldom desirable. If I am a little on the kaleidoscope order you must excuse me on the ground that I am "built that way," and remember, "*poeta nascitur non fit*."

CLEVELAND.

"COMMODORE."

The local wheelmen are alive and stirring, though the riding season has not really opened. Notwithstanding the wretched condition of the roads, however, and the unpropitious weather there are a few enthusiastic riders who keep their wheels in daily use, and runs of from ten to twenty-five miles in the country are of common occurrence. Captain Chubb, of the Ramblers and the Star Wheel Club, and one or two others will start in the regular season with six hundred odd miles to their credit. There will be no racing track here this year, the Cleveland Athletic Park Association having found their venture very unprofitable. But road riding has taken a boom.

THE "Rover" style of safeties, or "jiggers," as they are popularly called here, are growing in favor in this section. Messrs. Collister and Huntington, two of the most prominent riders in Ohio, have adopted them, and their example has been followed by many lesser lights.

AN effort has been made to induce the Cleveland Base Ball Association to build a third of a mile track on their grounds, but they are not inclined to take hold of the matter this year, as their expenses in strengthening the team have been very heavy. It is more than likely, however, that we will have a new track next year on the base ball grounds, which are within a mile and a half of the centre of the city, and very convenient of access.

A NEW and promising club has just been organized, which will probably absorb one or both the old organizations within the next twelve months. It is known as the Forest City Ramblers, and was formally inducted into the bicycling fraternity on March 17, with a charter list of thirty-onemembers. It is their intention to lay out routes all over Northern Ohio, put up sign boards wherever they are needed, and collect information for an elaborate road book to be published during the coming winter. Its projectors are all earnest and indefatigable riders, and as there are a thousand wheelmen in the city, the prospects of the new club are excellent. The uniform will consist of gray pants, coat, shirt and cap and black stockings. By a unanimous vote of the charter members it was decided to make the Ramblers a League club, so the L. A. W. will have an influential addition to its ranks.

ANOTHER club gone to pieces! This time it is the Monmouth Wheelmen, of Red Bank. This was at one time a very strong, popular and pushing organization, and had a membership of about sixty-five. The members seemed to have been gradually losing their interest, however, for some time past, and it was finally thought advisable to disband. A new club will be formed in a short time, and none but "workers" will be taken as members.

NEW JERSEY NOTES.

"RATCHET."

THE spring games of the Orange Athletic Club will be held 9 April.

A MOVEMENT is on foot to have Mountain avenue, from Belleville avenue to Montrose, macadamized.

QUITE a number of wheelmen intend to visit Baltimore in June, and in all probability many of them will go a-wheel.

THE South Orangites have decided to give their roads an overhauling. Hereafter an overseer of roads will be a fixture.

THE New Jersey Liberty Bill was signed by the Governor last week, and now our boys in South Jersey can "go for" the "road hogs."

THE bill authorizing the bonding of Bellville for \$50,000, the entire amount to be used on road repairs, has passed the Senate, and only needs the signature of Governor Green to become a law.

"WHY is a store that doesn't advertise like Enoch Arden? Because it 'sees no sale from day to day.'" This old chestnut is respectfully submitted to those men who "can't afford to advertise."

CHAUNCEY L. S. WALKER, 63 years of age; residence, Newark, N. J.; mount, 42-inch pony Star; began riding, winter of '86-'7; rides nearly every day in half-decent weather; good for 50 to 75 miles a day at almost any time. How will this answer for the "ancient list" of No. 5550? Next!!

IT has been agreed between the former owner and the purchasers of building plots on the property formerly leased by the New Jersey Cycling and Athletic Association, that the Roseville track shall not be disturbed this season. It may be obtained on reasonable terms for tournaments or athletic games. Some of our local base-ball clubs will use the diamond during the season.

"WHY doesn't the 'Alphabetical Association' secure the Roseville track for some Saturday afternoon—say the second Saturday in May—and run a tournament?" This query was put by a prominent cyclist a few days ago, and it strikes me that the hint contained therein could be taken with advantage. There is an abundance of racing material in the clubs and some good sport could be furnished. And with the clubs located as they are—viz: in New York, Brooklyn, Jersey City, Elizabeth, Harlem, Westfield, and Passaic—it should be a comparatively easy matter to draw a crowd.

A SPLENDID chance for missionary work, on the part of a road improvement association, can be found in Jersey City. That city, with a population of about 160,000, has the most notoriously bad roads in this State. Just drop the amateur rule entirely; do away with anything like a racing board, and go in, heart and hand, for better roads, and in two years' time I predict that the membership of the L. A. W. will be nearer 20,000 than 10,000. Appoint a live committee in each State; instruct them to look up all the bad roads; let them study in what way they can best be improved, and the probable cost for same. Then let them join in with the horse-owners and together "ding-dong" at the proper authorities until they carry their point.

NEW ORLEANS.

"BL."

SNOW has no terrors for the Southern wheelmen. Two Sundays ago, while all Boston was buried 'neath a huge snow-drift, we New Orleans wheelmen, attired in our usual airy riding clothes, were skimming happily over the roads, the same as if there were no such thing as winter. On that particular Sunday, while all Boston was indoors hugging the grate, we boys were down the Gently roads at Schadwell's, rambling through fields of lettuce, cabbages, beets and artichokes—all nearly ready for the market; stopping, perhaps, to pluck a plump, juicy plum from off a well-loaded tree, or, perchance, a spray of sweet-smelling orange blossoms from this or that one of the two hundred trees which ornament the Schadwell field. Our sympathies go out to our brothers of the frozen North in the hour of their discontent; we're sorry for you, but then, such is the irony of fate.

WRITING of snow, orange blossoms, Sunny South, and the like, has put it into my head that if the League could contrive to have a mid-winter meeting somewhere in the South, it might prove a pleasant and taking feature with a goodly proportion of the membership. Say, for instance, if one was held in this city during Carnival week of next year, could not a special train for League members be made up, reduced rates, and better accommodation be obtained? The local wheelmen would, no doubt, do their share, and if each visitor were to bring his, or her, wheel, no doubt a combination of our Carnival pageants, orange blossoms, shell roads, entertainments, etc., would go towards making a pleasant epoch in the lives of the many Leaguers fortunate enough to be able to leave a wintry climate for a warming under the Southern sky, and if the League has any meeting on hand for that season of the year, this hasty and disjointed scribble may furnish some one with an idea capable of much elaboration. Next year our Carnival festivities are to be on a much grander scale than ever before. They will extend over a whole week instead of two days, as heretofore, and it is safe to say that whether there is a League excursion or not, no one will regret their visit, or censure me for thus early mentioning the subject.

A REGULAR quarterly meeting of the State Division is fixed for Monday, April 9th, 7-30 P. M., at the rooms of the New Orleans Bicycle Club. There will be no individual notices sent out this time, an official notice through the *WORLD AND BULLETIN* being considered sufficient; consequently it behooves the local contingent to make a note of the date, time and place, and to carry it in mind. There should be no repetition of the January adjournment for lack of a quorum.

MALCOMB S. GRAHAM, of the Louisiana Cycling Club, has formally announced his readiness to meet the N. O. B. C. crack, C. B. Guillotte, whenever the latter puts his deft in proper form, and now

if Guillotte is really anxious and sincere in his belief that he can again allow the Louisiana boy a 5-minutes handicap, and beat him in 5 miles, he has the opportunity accorded him. There'll be some lively running if the two do come together; it is safe to bank on that.

A GIGANTIC out-door festival is to occur during next month (April), being arranged by some of the city's most prominent ladies for the benefit of a local cause, and the wheelmen have been asked to lend their aid to the extent of indulging in a tilting (or ring) tourney. The fact is but little known as yet, but so soon as the arrangements are perfected, ye gallant cyclist will get him a wooden stick, yeapt a lance, hang up some rings, and by diligent practice endeavor, ere the eventful day comes round, to be certain of a sure eye, a steady hand, and speed enough to get through on time. May there be a big field of starters, and may every last one of 'em win lots of glory and experience—as they surely will!

PENNSYLVANIA.

"ARIEL."

THE first meeting of the delegates to the Associated Cycling Clubs of Philadelphia was held last Tuesday evening, at the club house of the Philadelphia Bicycle Club. The representation was as follows: Philadelphia, W. R. Tucker and Edward Burt; Germantown, T. H. Wright and Frank Harris; Pennsylvania, W. D. Supplee and John A. Wells; Century, Thos. Hare and P. S. Collins; Tioga, Geo. D. Gideon and A. Howell; South End, S. Jackson, Jr., and J. L. Edwards. These gentlemen constitute the Board of Delegates. The objects of the association are: First—To encourage friendly relations between the wheeling clubs of Philadelphia, and to facilitate united action in matters affecting their interests. Second—To defend the rights of wheelmen, and to promote cycling interests in general, and local cycling interests in particular. A constitution and by-laws were adopted, and the following gentlemen elected to serve until January 31st, 1889: President, W. R. Tucker; Vice President, W. D. Supplee; Secretary-Treasurer, J. R. L. Edwards. After considerable discussion it was decided not to have a general run to the L. A. W. meet at Baltimore next June. The association adjourned to meet at the Germantown club house in May.

SPEAKING of Kolb reminds me that he and John C. Dotter, late of the late Ariel Wheel Club of Reading, will probably be seen in a novelty on the Lancaster pike this season. The latter has brought the Rucker tandem attachment, on which he and Will used to cavort, along with him, and Kolb proposes getting an open-head machine for the rear wheel. Briefly, as your better-posted readers are aware, the concern consists of two large wheels of the ordinary bicycle (from which the backbones and trailers have been removed) connected by an elliptical weldless steel tube, which has a universal motion knuckle-joint just forward of the rear wheel. It goes without saying that two experienced men can make it warm for any would-be scorcher, and the machine is a perfect demon on hills, both up and down. In fact, coasting must be tabooed, the speed is so terrific if the hill is of any length. I wonder that this type has not become more popular, especially for touring. There is perfect immunity from headers, and the luggage-carrying capacity is very great. Of course, like the Siamese twins, they must always "go together," and the thing requires a careful man on the rear wheel.

A SPECIAL meeting of the Pennsylvania Club will be called to take action in reference to the proposed improvement and extension of their new club house this spring. They are very much cramped for wheel room, and must arrange for future additions to the roll.

OVER five thousand people crowded the Elite Rink last night to witness the closing scenes in the six days', four-hours-per-day, race between Louise Armaindo and Noremac and Vint, the pedestrians. The combined scores of these two were counted against Miss Armaindo's, and they started in at a lively gait to increase the lead of six laps for the five nights. Knapp began pacing Miss Armaindo at ten o'clock, and as long as he was on the track she gained on the pedestrians; but it was too lively a pace to hold, and at 11.30, when the race ended, the pedestrians had won by a combined score of 328 miles, 22 laps, against 326 miles, 18 laps, for Armaindo.

ON the last evening of the professional races, week before last, Whittaker rode two exhibition laps from a flying start, by request. According to three stop watches he rode these at the remarkable rate of 2.23 3-4 for the mile, one of the laps being ridden in about twelve seconds.

THE loss of Mr. Isaac Thompson, of the Pennsylvania Club, who died from blood poisoning, resulting from a splinter of wood being driven into his foot, will be keenly felt by all his fellow-members. His name was one of the oldest on the club roll.

DETROIT.

"TRUE TANGENT."

DETROIT being a lively cycling centre, one would naturally think you ought to have had a regular correspondent here long ago, however, it is never too late to mend. The proposed new constitution for the League has excited considerable interest in this locality, and is generally received with favor. There will probably be quite a good representation from Michigan at the convention in Baltimore. Among those intending to go may be mentioned, Chief Consul J. H. Johnson, B. J. Holcomby and C. H. Smith, of Detroit, and J. E. Beal of Ann Arbor.

THE rivalry between the racing teams of the State promises to be more earnest this year than ever before, and Detroit confidently expects to have a team fully able to successfully meet all comers.

THE question of a successor to Chief Consul Johnson is already being discussed, and as Mr. Johnson positively declines a re-election, several names have been mentioned for the office. Although there is a strong desire on the part of some to have the office located in Detroit, yet many are of the opinion that Mr. J. E. Beal of Ann Arbor is the man who should have the position. Mr. Beal has faithfully served the Division in the capacity of Secretary-Treasurer for nearly three years, is a thorough gentleman, well posted, has time and means at his disposal, and commands the respect and confidence of all who know him. The only thing that can be urged against Mr. Beal's candidacy is the fact that he does not reside in Detroit. He has surely earned the promotion, and will be able, I think, to be of more service to the Division than any other man that can be elected.

ST. LOUIS.

"LINNEUS."

CHIEF CONSUL BREWSTER got back from New York, and is brim-full of news regarding the Board of Officers' meeting. He had a nice trip, and spoke encouragingly of the coming season as being the most prosperous the League and cycling has yet seen. The settlement of the Wells' difficulty is favorably spoken of on all sides, and League members are happy that this bone of contention is settled for good, as they do not think that Mr. Wells will make the unwise break to run for representative again.

THE next entertainment of the Missouri Bi. Club takes place Thursday, April 5, and will be a "Fool Party." This will be the final entertainment of the season. The arrangements are as yet kept dark, but will be very complete, and all that attend will have an enjoyable time.

ONE of the hardest League workers in the states is Ed. L. Mockler, the gentlemanly Secretary of the Cycle Club, and representative of the 5th district. Ed. is always on the look out for new members, and through his individual exertions, secured a large part of the present members of his club.

THE proprietor of the Western Hotel, the League Hotel, at Ballwin, has had a League Hotel sign painted and hung in a prominent position in front of his hostelry. This is the first sign of the kind in Missouri, and is a very significant sign of the times—more will be sure to follow. No more will the cry be heard, "Not an official sign in the State."

THE Cycle Club will have to vacate its present quarters at the end of the present month, as the proprietors of the Natatorium require their rooms, and the upstairs hall as well, for the convenience of bathing. They held a meeting Monday, March 19, and a committee was appointed to secure quarters, and the club will either build or rent such a house as its present large membership demands.

CONSUL PARSONS, of Edina, Mo., has made arrangements with the *Independent*, their local paper, to publish improved road articles and is paying for it out of his own pocket at a special low rate. This is exceedingly liberal on Mr. P.'s part, and he deserves the thanks of the whole League for his efforts. He writes, that the paper would have inserted the articles free if they were contained in plates. This is a pointer for League officers: Have some standard road articles electrotyped as early as possible.

THE riding season opened up here in earnest Sunday, March 18. The day was beautiful, and with a temperature of about 62 degrees, made riding very comfortable. The Cycle Club had a run called to Ballwin, twenty-one miles away, to which nineteen of their members responded. For the initial run of the season the Ballwin run is decidedly tough, and some of the tender feet were rather tired after getting there. The Missouri Club had no regular run announced, as Captain Lewis thought the roads would not be in a rideable condition on account of the recent heavy rains. The Man-

chester road was simple perfection, however, and three of the Missouri's men joined the run. The following took part in it: Messrs. Wylie, Bates, Clark, Lee, Husck, Jordan, Carlin, Klipstein, Hildebrand, Mockler, Holm, Sanders, Wagner, Greenwood, Tivy, Mason, Lindell, Bob Gordon and Oellein. On the way back to the city the party stopped at Son of a Gun Hill, and saw Greenwood climb it twice. Others tried it, but all failed. If Hal does not make Wells weary, then we are much mistaken.

THE Board of Officers of the Missouri Division held a meeting Tuesday, March 21, at the Missouri's club house. After discussing various plans to increase the League membership it was decided to print a circular setting forth fully the objects of the League, and its claims for patronage. This will be distributed among the unattached, and some good is expected to result therefrom. At this meeting C. C. Brewster read a circular which was addressed to all the Chief Consuls, relative to their bringing before the Division Board the financial status of the League. As the National body will not receive any funds until June, 1889, and the Executive Committee having decided to pay off all the League's debts at once with the balance now on hand, it will be seen that the League would be without its working capital, and to cover this the division decided to issue a call for voluntary subscriptions. It is to be hoped that members will at once respond liberally. If each member contributes 50 cents ample funds will be secured; the League will be on its feet, and with money in its treasury will not have to plead poverty to every call for aid.

LONG ISLAND NOTES.

"WING-FOOT."

SINCE the ratification of the consolidation of the Brooklyn and Ilderan Clubs the combination have done little beside talk "house," and if the views of the club architect are carried out IT will be second to none in the world. The site will be near their present quarters, on either Hanson place or South Portland avenue, and the estimated cost is near twenty-five thousand dollars. The combined membership is very large, and should approach one hundred and fifty by the opening of the riding season.

THE blizzard is a chestnut by this time, but I should like to call attention to the fact that it caught Czar Corbin down beyond Jamaica and kept him there two days as a sort of retaliatory dispensation for having refused any concession to wheelmen on his road, again showing the allwise justice of Providence, and that the very forces of nature are on the side of the true and the beautiful.

APPROPOS of this matter of transportation on Long Island, I should like to call the attention of those in power to what I said last week concerning legal redress. It seems to me that there could hardly be a more fit occasion for the exercise of our combined resources. There exists here a crying evil, having under its influence a large proportion of the League membership in this State; we have shown what can be done in the way of legislation; are we to submit quietly to being imposed upon, with no hope of a change, merely because of a peculiar personal bias existing in the mind of one man?

IT doesn't look as though the opening record to Babylon would be made this week. I know of several who intended to try it on Sunday, March 12, but were prevented by various reasons, although the roads would have permitted it at that time. Babylon wasn't heard from between the Sunday night of the storm and Thursday, being completely snowed in, or rather, out.

IT may be that the proposed century run to Philadelphia will have to be resolved into an ordinary every-day two-days' run, because of the existence of a strong doubt of the ability of so large a crowd to do the distance, but until a more complete expression of opinion is heard the original design will be adhered to. Any word of action taken should be sent to Mr. L. A. Clarke, 25 Broad street, New York City. That gentleman desires me to say that those clubs heard from already, are enthusiastic for a run of some kind, in a body. All clubs in the vicinity of New York, up the Hudson, in Connecticut or elsewhere, who desire to tour from New York to Philadelphia on the way to the League meet at Baltimore, leaving New York on Saturday, June 16th, to send word as early as possible.

Bi. News prints the following from a correspondent, and does not even blink: "I can go the same hill on a rear-driving, and putting feet on rests and folding my arms, let the machine go its own path in two miles, which on a favorable day it will do in four minutes." Even we in America have the greatest respect for the Monumental gall of this gentle folder of arms.

Not So Simple But Fact.

Marion, Ind., Feb. 22d, 1888.

Gormully & Jeffery Mfg. Co., Chicago, Ill.

DEAR SIR:—

We have a Club membership of 32 riders of which 31 ride the AMERICAN wheel and we are well satisfied with our choice. Yours Respectfully,
M. B. Edmiston, Captain; Natl. D. Elliott, President; D. W. Wallace, Lieutenant, Fred Willson, Sec. and Treas., Marion Ramblers.

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LEADING MOUNTS FOR 1888.

"APOLLO LIGHT ROADSTER." 50-inch, \$130.

Highest grade Wheel made; Ball Head; Spade Handles; Detachable Bar.

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The best machine ever built for the money, including Spade Handles and Detachable Bar.

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A thoroughly good roadster bicycle, with coned rubber pedals.

THE "SINGER" SAFETY. \$135.

Fast; safe; a great hill climber and coaster.

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For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; adjustable coned bearings.

"MINIATURE" TRIOCYCLE. \$70.

30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

"S. S. S." TRIOCYCLES.

No. 1. For Gentlemen.....\$175

No. 2. For Ladies or Gentlemen..... 175

(The above furnished with "Singer's Patent Axle and Bridge.")

No. 3. For Ladies or Gentlemen..... 160

SPECIAL "S. S. S." TRIOCYCLE. \$185.

30-inch side wheel; 28-inch front wheel. Convertible for Lady or Gentleman.

"S. S. S." TANDEM. \$250.

Steered by either rider.

"TRAVELLER" TANDEM. \$235.

40-inch side wheel; 22-inch trailer.

THE "VELOCIMAN" TRIOCYCLE. \$195.

The only practical Hand Power Tricycle for Invalids.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

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Broad and Hanover Sts., - Springfield, Mass.

LOOK OUT FOR NOVELTIES

ON ALL GRADES OF WHEELS.

NEWS

AND COMMENT.

"LONDON W." has taken to canoeing. Don't think from this that he has given up cycling, for he has not. But hereafter he will divide the joys to be gotten out of this life between canoeing and cycling. He has kindly invited us to share the aquatic joys. We have accepted, and we are now preparing ourselves in a neighboring natatorium for the ordeal we expect to pass through.

We hear that Woodside has changed his mount. Instead of the Rudge he will hereafter propel a New Rapid.

A word to the wise: The bicycle thief has "broken out" again. Look out for him and put him where he belongs.

LYNN comes to the front and scouts the idea that Crocker can get away with Rowe at any distance, be it long or short.

We understand Jack Rogers was in the Hub the early part of this week. We feel slighted—he did not favor us as usual.

EDITOR CORSON of the *Star Advocate* warns us to be prepared for a surprise. All right, Corson, we are braced. Let her go!!

THE Sunday Item of Philadelphia quotes the *League Official Gazette*. We would like to know where that paper is published.

The professional championship of Australia is held by Webard, who lately beat Clarke two out of three races for £25 a side and the championship.

It seems that Engleheart, in his great race with Rowe on Easter Monday, will ride an ordinary machine and not a Safety, as originally supposed.

It is quite possible that the "genial" A. K.-Child may blossom out in the bicycle business again. We understand "negotiations" are pending somewhere.

Puck suggests the following, and we know that Puck will be glad that we indorse the sentiment. It says: "Consolation race—women—moral, go and take a header."

THEY cannot get Safety bicycles down in Rhode Island fast enough, and this in face of the fact that we were told a year or two ago that the Safety craze was a passing "fad."

IN this issue we present a cut of the ladies' bicycle, and a description of same. This form of frame is a novelty in this country, though in England it has been in use some time.

WE should not be a bit frustrated if we were to hear that Pack Prince and A. CaeMurdy were to run a race for \$2,527.235.29 a side. There is nothing like big money and square racing.

A GERMAN paper with an unpronounceable name has discovered that the "Roadsculler" is a machine for riding on land as well as water. We have to go to Germany to learn lots of things.

THERE is no time like the present. We address this remark to all riders who have second-hand machines for sale. We would respectfully suggest as a medium the columns of this paper.

"SENATOR" MORGAN is trying to revive the defunct and decayed Professional Union. We doubt whether the "Senator" will make much headway as his field for securing membership is very limited.

THE dispute as to who is the best hill climber is likely to widen into a challenge from the Missouri Club to the Pennsylvania Club for a road race between teams from these two representative clubs.

THE British family of Cyclist's Journals has lately had an addition, and they call it *The Scottish Cyclist*. We welcome the new arrival, and hope that it will soon be as fat and thriving as its elder brethren.

MR. PAGE does not admire Mr. Prial's notion that bicycles should be carried on the horse cars of New York City. We don't say the following to curry favor with Mr. Page, but we think Page is right—for once!

WE came pretty nearly having a six-days' indoor tournament in Boston this month, but the unfortunate experience of the professionals in Philadelphia discouraged the management from making the experiment.

RICHARD HOWELL calls Woodside a "self-styled champion," and offers to ride him a mile race and give him a "reasonable" start. What Mr. Howell would call "reasonable" is an open question. It might arouse discussion.

THE racing costume, as affected by certain racing men in Australia, is frowned upon by the modest antipodes as being "indecent." We have passed through the same qualms here, but utility seemed to get the best of outraged feelings.

PAGE, of the *Spectator*, has grown a foot because in the Overman Catalogue his paper has been put in alongside the *World*, and other amateur efforts. We are not proud, Page. We can stand it, but don't presume too much, you know.

"TWINKLER," of Detroit, writes us a few notes as follows: Lovely weather here and good roads, which are duly appreciated by our wheelmen.—Capt. Jacobsen of the Detroit Club has returned from New Orleans.—Palmer Avenue will be paved with Asphalt. Next?

AT last the cycling organizations are turning their attention to a useful and legitimate end. Road Improvement Associations are springing up in all parts of this country and England. This is as it should be, and every cyclist should give his moral, as well as financial aid to all kindred movements.

WE want to go to Mexico, as we learn that they never have wind, rain, or snow, and that the roads are smooth and level, and hard as a board. Just think of reading such an item as this sitting in the shadow of a 16-foot snow bank, and in a climate as frigid, cold, and crushing as the sarcasms of Mr. Page. We mean Mr. Page of St. Louis.

THE business and professional men of Louisville, Ken., are seriously looking as to the availability of the cycle, as a machine, for the despatch of their business. They say if the city fathers will only give them good streets, there are many of these professional men who would avail themselves of this improved method of locomotion.

THE L. A. W. Division of Rhode Island has voted a \$50 subscription to aid the National body. A paper for individual subscription was also opened. The Division will discountenance road racing, and it also passed resolutions condemning fast and reckless riding past horses and pedestrians, and other careless and discourteous conduct on the road.

THE cyclists turned the tables on the cow-boys at the 6-days' tournament in London, which came to a conclusion last Saturday. The score stood at the close of the racing, 891 miles for the cow-boys, and 892 miles for the cyclists. Beardsley was taken violently ill just before the finish, but by mutual consent a man named Lane, hailing from Nebraska, replaced the plucky Beardsley. Whether it was drugs or too much riding that knocked Beardsley out, report sayeth not. We would suggest a return match so that two out of three could be credited to the horsemen or to the wheelmen.

LADIES' BICYCLES.

"BUT what shall we do for the indispensable sex? For them there are tricycles, which are in all respects practicable on the road, only subject to the objection of increased size and weight, and also of a higher cast, which may be somewhat reduced hereafter by a larger demand, although the third wheel must always make the machine inferior to the bicycle. If any daring person inquires why ladies cannot ride the bicycle, he must address the inquiry not to Nature, which has interposed no objection, but to the same irrational conventionalism which has decreed to the female equestrian an ungraceful, inconvenient side saddle and a trailing robe that make her helpless while in her seat, and endanger her life as soon as unseated. True, she rides, but in spite of these obstacles—by dint of her wit and innate gracefulness; so she walks—on narrow soles and French heels. Give her—or rather, let her dare to take—for the occasion, not that terrible Bloomer, but some modification of sensible gymnasium or short dress, and she will quickly adapt it to satisfy all requirements of delicacy and grace, and will thus be able to mount this swift steed now awaiting her—a steed which fits well enough the Nature woman, but cannot make itself to fit skirt-civilization. The male biped will not willingly leave her behind on his multipedal steed, nor will she consent to be left."

This extract from an article of mine in *Lippincott's Magazine* for November, 1879—it really was in 1779, but out of regard for conventionalism, and in the certainty that your technical proof-reader would not allow the correct date to pass him, I have written it a century late, it being at least as long ago as 1779, measured on the cycling cycle—recurs to me just now. At that time, I had never trodden the pedal and knew considerably less of the subject than I have learned since; yet I may claim to have been a scer as to Femina and the two-wheeler, although I must confess I erred in looking to change in dress and not in machine, which has managed in part to "unmake itself to fit civilization." The Mme. Armaindo business is on record, without making a real exception; yet among my memories its a tale by a perfectly undoubted observer, who once saw a young girl slip out of a sumptuous suburban Boston villa and mount and ride away on the adulterated big bicycle, dressed in

propria que maribus, and clearly enjoying her stolen and dreadfully naughty sweets.

The first step towards emancipation of woman from her exclusion from cycling was the discovery that she not only could but must use a saddle, and the throwing away of the stupid "seat" in all its forms. With the decree that "the loop frame must go," at first seemed to come a new obstacle, in the central tube. The first maker to depress this tube below and out of the way of skirts was Singer, if my recollection is right, and for a year or two past there has been no lack of tandems which our skirted dears could manage. From any tricycle of "Cripper" type, and from any tandem with a depressed perch, there was only one step lacking to a bicycle which did not need to be ridden astride. The present small-wheeled type of bicycle, allowing the connecting frame to be shaped almost *ad lib.*, offered the opportunity, but there is no originality in the Washington machine (if I understand that), for ladies' bicycles of this type are more than a year old in England. [True.—Ed.]

As to ease of driving and managing, this must clearly have the advantage over the best tricycles, but I still have doubt as to the comparative neatness, although I note, with pleasure, the testimony from Washington as to the grace and apparent ease shown by the ladies who have already tried it. A tired, panting, perspiring, disheveled, and muddled woman, per cycling, is an object hardly more comfortable to see than to be, to speak plainly; and, to me, nothing seems more inappropriate and reprehensible than any racing or "century" or "record" work by women. To ride cycles well and really successfully, women must ride with both real and apparent ease, and without bedraggling with dirt and grease. How far they have been able to do this is the cycling point on which I am least informed, and hence I do not mean to imply that they cannot and do not comply with the utmost demands in this respect. But the demands are plain, and it is only within a year or two back that machines have been offered to women which began to dispense with the old abominable *weight*. To offer a woman, at best handicapped with a form of clothing whose impediments a man (bothered if the skirt of his winter overcoat wraps in the wind about his knees) does not realize, a clumsy wheelbarrow of a tricycle, weighing 100, 95, 90, 85, 80, or even 75 pounds, while the male rider, clad in trimest suit, goes off gayly on his bike, thinking himself half killed if it weighs over 40 pounds, is not only an outrage *per se*, but is offering a woman a stone to eat while men have soft biscuit. Woman simply *cannot* ride such crocks as have been offered to them. I trust better conditions are now at hand for them.

New York, March 22, 1888.

JULIUS WILCOX.

HOW TO PURCHASE A SECOND-HAND MACHINE.

We think a few hints on this most important subject, will be most timely for it is just about now, that the market for second-hand machines is very active. "Oscar," a writer in the *Bicycling News*, gives some excellent points, and we gladly boil down his ideas for the benefit of our readers: "No machine that has not ball bearings to both wheels should be purchased in this time of progress. A cone bearing back wheel is always troublesome. Though the cones be the best, they in their tightest have generally a little play, and over rough roads are a source of misery to the rider and his companions by the infernal rattling which proceeds from that horrid back wheel. Ball bearings are the only remedy, and the absolute comfort of the rider depends on having a *ball back wheel*."

The next point is the running of the machine. To test this the left foot should be placed under back wheel, the head caught hold of, and thus the front wheel raised off the ground and gently turned. The wheel ought to run smoothly without noise, and should a loud ominous clicking or grinding be heard, it may be known that the forks are not properly fitted to the bearings, and cause friction. If the wheel runs stiffly, enquiry should be made as to its cause, for it is only natural that the seller will have the machine in the best possible condition. However, the running being satisfactory, the rim of the front wheel should be carefully watched as it turns. If the wheel deviate from its course, and wobble from side to side, it is out of true. I should advise all novices to leave such a machine alone, or else make strict enquiry into the cause, as it is often the case that the wheel has been buckled and simply tinkered up to sell. A wheel will always rise and fall as it turns, and no notice should be taken of this.

The next point is what is termed play. The mode of testing this is to hold machine by the head, take rim in hand, and shake wheel from side to side. If there be any rattle, then that is play. Seldom or ever is play present with ball bearings, but should that be the case, request can be made that the bearings be tightened up, and if

the rattling continues, it may be settled there is something radically wrong—the ball worn or perhaps one gone. The back wheel should be tried in same manner as to trueness and play.

One of the greatest points of a machine which is generally overlooked, even by cyclists of some standing, is the *trueness of the back wheel with the front*. To test this the machine can be turned upside down—that is, the head and saddle rested on the ground—the backbone brought straight with rim of front wheel, and the back wheel in this position must be exactly in line with front, and if at an angle, which is very often the case, the bicycle is hardly worth purchasing. The head should also be closely examined, the screw loosened, the backbone taken out, and the centres (that is, the cones or points) well looked to, and notice taken of any wear, etc. All bolts should be tested, spokes consecutively tried, and looseness taken note of, as the rigidity of the machine greatly depends on their tension. Pedals are not generally considered in the stability of a machine. They are of three different kinds—ball, cone, and plain. Balls are, of course, the best, but it is seldom they are given with a cheap second-hand mount. Cone and plain are about equal as to their durability, but the latter to my thinking, are the easiest running, not being subject to locking as with cone.



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THE LADIES' DART BICYCLE.

SMITH NATIONAL CYCLE CO., WASHINGTON, D. C.

A GREAT deal of interest and curiosity has been evinced by our readers of both sexes as to "what kind of a machine the ladies' bicycle is." We take pleasure in presenting this week a cut of the machine and a description thereof.



A glance at the above will show how the lines of the machine closely follow those of many of the Cripper style of tricycle, allowing for a natural and proper disposition of the skirts. The wheels are 30 and 24 inches. Instead of mounting from behind as ordinarily, the machine is mounted as follows: Mounting is accomplished while the machine is standing still and from either side. The pedal on which the "mounting foot" is to be placed is brought

forward so that the crank is about parallel with the ground. By stepping over the reach with one foot on the ground and one foot on the pedal, which is forward of the axle, the rider is in position to mount. The handles are then grasped and the rider lifts himself by the foot on the pedal into the saddle; this movement also starts the machine ahead. A little practice soon gives anyone the hang of it. Dismounting is accomplished by stepping off forward from pedal nearest the ground, and when the lowest extremity is reached, is within four inches of the ground. Weight, all on, 38 pounds; price, with balls to head, pedals, wheels, and crank journals, \$135.00. We also present below a cut of the Dart tandem bicycle.



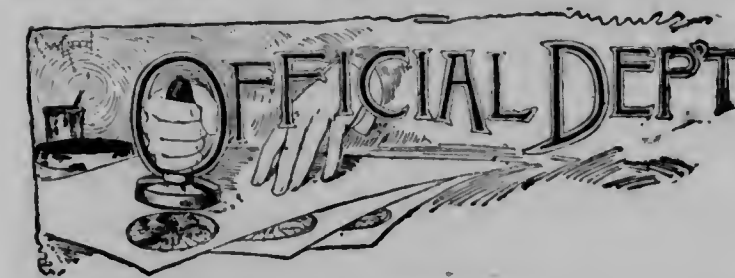
The lady rides in front, and it is not necessary that she should know anything about balancing a bicycle, as the steering and balancing is all done by the man on the rear seat. The introduction

of these two machines makes it possible for a lady to enjoy the pleasures of riding the narrow gauge type, and we have no doubt but that they will have a future. The machines will be on the market in about four weeks, and their advent will be duly announced in the advertising pages of this paper. The price of the tandem, balls all round is \$200. The weight of the tandem is 70 pounds, all on.

"NICELE," of Cleveland, Ohio, writes us as follows: An item for the "Chestnut" column. The oldest member of the Star Wheel Club of Cleveland is not quite as aged as he will be after a while, but he is in his 43d year, and is entitled to enter the chestnut ranks. He has been an active rider but 3 1-2 years. In 1885 he made an estimated distance of 2400 miles, including one century run. During 1886, by cyclometer measurement, he covered 3401 miles, making 18 runs of over 50 miles. Last year, by cyclometer measurement, he rode 4749 miles, making 18 runs of over 50 miles, including one of 102 7-8. He tied for first place in a number of club runs! [If this keeps on, we shall begin to think that the "youngsters" will have no show at the long-distance records.—Ed.]

No. 4361, writing from Memphis, Tenn., says: "Speaking of aged riders, let me present my champion. I know of a rider who is forty-six years of age, and I'll wager a ticket to the League Meet that he can do a hundred miles on the road *every day in the week*, and attend church Sunday night by way of pastime. He has several times made his century with the youngsters, and he was not the first to cry "quit" on those occasions. Perhaps some of the boys who attended the Ohio Meet in '86 will remember this same old man. No. 5550 suggests a race at the League Meet. Not a bad idea by any means. Just get up the race, and I'll warrant that Tennessee will have a man not far from the front." [We scarcely think that a man of 46 should be classed as an "old" man.—Ed.]

We made a mistake last week in printing the number of the Kingston Knitting Co. as 17 Kingston street. Our readers will please take notice; the correct number is No. 27 Kingston street, and address their communications accordingly. This company make a very excellent line of tights for athletes, which are very popular among sporting people. It will be worth your while to send for their catalogue.



ABBOT BASSETT, Secretary-Editor.

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VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.
TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.
SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.
EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

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RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Share, 336 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

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TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

THE following on road racing is from the pen of the Secretary of the C. T. C. It is written in advocacy of the movement on the part of the N. C. U. to suppress this feature of our sport: "That road racing, if permitted, promises to end in the permanent curtailment of the liberties of the rational cyclist no thoughtful reader will deny for a moment, and it, therefore, behooves every delegate of the Union who values the liberties of the majority above the selfish claims of a small and irresponsible section of quasi-"scorchers," to be in his place, or, at any rate, to register his vote in favor of relegating these gentlemen to the cinder path, where, in the best interests of cycling, it is to be hoped they will remain."

THE Rhode Island Division is the first to respond to the call for a popular subscription by voting \$50 from its treasury and starting a subscription paper for additional funds. This Division has very nearly reached the total of membership it had last

year, and bids fair to make a good showing the coming year.

CHIEF CONSUL MEALY, of Maryland, is out with a recruiting circular, and hopes to have every wheelman in the State a member of the League when the organization knocks at its front door next June.

THE Massachusetts and Rhode Island Road Book is being sent out. It follows the general style of the New York book, though it has fewer pages. The routes are carefully noted, and many through routes are taken from other books. The book will be of great value to tourists, and it marks another good thing done by the L. A. W.

WITH this month closes the first quarter of the League year, and now, for three months, applicants should remit \$1.75 for initiation fees and dues.

WE are receiving not a few applications for membership from those who allowed their membership to lapse. Those who are indignant with us for refusing their renewals at this late date, we respectfully refer to the rules. If they can move the rules, which dictate our action, they will find the Secretary very pliant. The man who pays the penalty for his laches with easy grace is a being whom we have a great admiration for at this time.

LEAGUE clubs may be represented by proxy at the Baltimore Constitutional Convention. Representatives from these clubs may cast up to fifty votes. Thus will the influence of League clubs be felt in the reorganization scheme.

FROM MR. SHRIVER.

Editor L. A. W. Bulletin:—Criticism is always easier than construction, and it would seem especially ungracious to criticize the work of the Re-organization Committee, which has been so carefully and well done. Yet I cannot pass without a word of protest the provision which would perpetuate in our proposed new constitution the pernicious system of filtering both power and responsibility through several hands, by means of electing one set of men, who are to elect another set of men, who are finally to choose the Executive officers. This sort of things has always either broken down in practice or has produced evil if really enforced. Instead of having the members elect a Division Board, who shall elect a National Assembly, who shall elect a President, etc., I for one can see no reason why there should not be a direct election of all these officers on the same original ballot.

One other alteration I would suggest. That we have sufficient independence to ignore arbitrary State lines, and form our Divisions in accordance with community of interests. Certainly it would be better if we should make, in our microcosm, the arrangement which would really be of advantage in the practical subdivision; and so far as wheelmen are concerned, establish a State of Manhattan. How far the same rule would apply in other sections is something to be determined by local interests; but there can be no reason why wheelmen living all their life under the same circumstances, but happening to have their residences on opposite sides of the Hudson River, should belong to separate divisions. On the other hand there is every reason why New York City and Brooklyn, Westchester, Richmond, Kings and Queens Counties in New York State, and Hudson, Essex and Union Counties in New Jersey, should be under the same Chief Consul and local Board, and so hold the same union in their cycling life as they already have in their commercial life. Under such an arrangement, Suffolk County, forming the eastern end of Long Island, would naturally be annexed to Connecticut, and all New York State above Peekskill would form a division by itself. E. J. SHRIVER.

IOWA DIVISION.

The spring meeting of the Board of Officers of the Iowa Division L. A. W. will be held at Cedar Falls on Tuesday and Wednesday, May 20th and 21st, 1888. On account of the postponement of the fall meet last year, it has been decided to make this a general meet of all members of the Division. An attractive programme will be arranged for the entertainment of all who attend by the wide awake wheelmen of Cedar Falls, and it is desired to make this the largest gathering of wheelmen ever held in the State. I sincerely trust that all League members, also unattached riders, will make their arrangements to attend.

FRATERNALLY,
ROBERT L. THOMPSON, C. C. Iowa Div.
Muscatine, Iowa, March 24th, 1888.

CALIFORNIA DIVISION.

The annual business meeting of the California Division, L. A. W., was held in Mystic Hall, Red Men's Building, 320 Post street, San Francisco, on Friday evening, Feb. 24th, 1888, Chief Consul Welch presiding. There were present 25 members in person and 12 by proxy. Minutes of last annual meeting and of the Santa Cruz meeting were read and approved. The Chief Consul then asked to be excused from reading

his annual report at length, and gave a brief sketch of its principal points instead, promising to have it printed in full for distribution. The Secretary-Treasurer then read his report:

To the Officers and Members of the California Division, L. A. W.:
Gentlemen—Herewith I submit the report of the Finance Committee, as follows:

Dr.

1887.		
Feb. 24.	To cash on hand.....	\$29 00
May 2.	To half proportion of dues to March 14	55 00
June 8.	" " " " " " " "	55 00
Aug. 17.	Net proceeds from Santa Cruz meet	
	Com.....	66 00
Dec. 31.	Interest on deposit in S. F. Savings Union.....	1 21
1888.		
Jan. 13.	Balance proportion dues for 1887.....	\$8 25
		\$45 36

Cr.

1887.		
Aug. 17.	By Wagner and Ott medals.....	\$40 00
Aug. 17.	By Pederson & Co. medals.....	110 05
	By balance cash on hand.....	38 25
		\$45 36

The only outstanding demands against this balance are the printing and incidental expenses of this meeting.

On closing the membership lists for the year 1887, California stood credited with 343 members, distributed as follows:

First Representative District.

Los Angeles.....	45	Santa Barbara.....	6
La Panza.....	1	San Diego.....	3
Monrovia.....	1		
Pasadena.....	2	Total.....	60
Riverside.....	2		

Second Representative District.

Belmont.....	3	San Mateo.....	3
Half Moon Bay.....	1		
San Francisco.....	60	Total.....	66

Third Representative District.

Alameda.....	6	Santa Cruz.....	3
Berkeley.....	1	Vacaville.....	2
Gilroy.....	1	San Leandro.....	2
Haywards.....	2	Watsonville.....	4
Livermore.....	2		
Oakland.....	21	Total.....	63

Fourth Representative District.

Anderson, Shasta Co.....	1	St. Helena.....	1
Cloverdale.....	1	Vacaville.....	3
Napa City.....	3	Willows.....	1
Oroville.....	3	Yreka.....	1
Sacramento.....	3		
Stockton.....	20	Total.....	52

Since the list for 1888 opened inclusive of that for the week ending February 13th there have been five applications for membership, all from San Francisco, and 107 renewals; these latter are from the several Districts, as follows:

First Representative District.

Pasadena.....	1	San Diego.....	1
Panama.....	1		
Santa Barbara.....	1	Total.....	4

Second Representative District.

Half Moon Bay.....	1	San Francisco.....	57
San Mateo.....	2	Total.....	60

Third Representative District.

Alameda.....	1	Santa Cruz.....	3
Berkeley.....	1	San Jose.....	1
Gilroy.....	1		
Oakland.....	5	Total.....	12

Fourth Representative District.

Cloverdale.....	2	St. Helena.....	1
Forbestown, Butte Co.....	1	Vacaville.....	1
Napa City.....	3		
Stockton.....	10	Total.....	18

and from persons who have moved to the State since 1st March, 1887, and whose addresses have not yet been furnished me by the Secretary-Editor, 13.

On the 7th inst. a circular to local Consuls was sent out from the office of the Chief Consul urging them to see to the forwarding of renewals from their respective localities. The reports received from some of these officials, together with the large renewal list of the Bay City Wheelmen, which is not included in the figures given above, as well as other renewals known to have been sent from this city, give us reason to hope that when the lists close on 1st March next, we will stand credited with no smaller membership than that with which we closed the year 1887.

The renewal season, it must be borne in mind, occurs at a most unfavorable time of the year, when there is the least activity among cyclists, and when they are most infrequently brought into communication with each other. This condition is general everywhere, and has been recognized, as you are aware, in the scheme of re-organization, which contemplates changing the

expiration of the League year and the renewal season to the summer months.

All of which is respectfully submitted,
N. A. ROBINSON, Secretary-Treasurer.

Chairman Ireland presented the Racing Board, reciting the business transacted at the various meetings during the year, the championships established, and the result of those contested, with the records passed upon and allowed.

Mr. Houseworth of the Committee on Rights and Privileges was happy to report that his committee had been called upon to resist no encroachments or the privileges of cyclists, and that its work for the year had been confined to canvassing the vote of election of 1887.

The completed road book was presented as the report of the Touring Board.

New business being next order, Mr. C. C. Moore, on behalf of the Oak Leaf Wheelmen, invited the Division to meet at Stockton on 14th July next.

On motion the invitation was accepted.

The Chief Consul was appointed to appoint a Committee consisting of one representative from each cycling club in the State to co-operate with the Oak Leaf Wheelmen in arranging for the annual meet.

On motion adjourned to meet at Stockton on July 4, 1888.

N. A. ROBINSON, Secretary-Treasurer.

LOUISIANA MEMBERS, ATTENTION!

The regular quarterly meeting of this Division will be held Monday, April 10th, 7:30 P. M. at the rooms of the New Orleans Bicycle Club, No. 178 Baronne street. As several matters will be brought up, on which is desired a full and representative vote and opinion, the punctual attendance of each and every member is respectfully urged.

RICHIE G. BETTS,
Secretary-Treasurer Louisiana Division.
New Orleans, March 21, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 132—Total 46—\$773.

BOSTON, March 30, 1888.

CALIFORNIA DIVISION—6—310.

Unattached.
17989 Kull, Alfred C., 16 Columbia Sq., San Francisco.

17990 Lancaster, James W., Pasadena.
18025 Morrison, J. W., Santa Ana.
18026 Reid, Ransom, " "
18027 Vanderlip, Geo. G., " "
18028 Vanderlip, John T., " "

CONNECTICUT DIVISION—2—385.

Unattached.
18029 Munson, Fred B., Box 1173, New Haven.
17991 Terry, Edwin S., 46 Church St., " "

DELAWARE DIVISION—1—35.

Wilmington Wheel Club.
17992 Fleming, Willard A., Clayton.

DISTRICT OF COLUMBIA DIVISION—3—69.

Unattached.
17993 Green, Edw., 1001 M St., N. W., Washington.
17991 Moses, G. H., 1411 G St., N. W., " "
17995 Smith, Wm. E., 1827 Vermont Ave., " "

IOWA DIVISION—1—105.

Unattached.
17996 Sherman, L. A., Dunlap.

MARYLAND DIVISION—3—273.

Baltimore Cycle Club.
17997 Quartley, Chas. G., 119 W. Mulberry St., Baltimore.
17998 Slothower, Harry, 435 Exchange Pl., " "

Unattached.
18030 Reese, Robt M., 15 N. Charles St., Baltimore.

MASSACHUSETTS DIVISION—5—985.

Lowell Bicycle Club.
17999 Whittier, Stephen T., Hamilton Mfg. Co., Lowell.

Rovers Cycle Club.
18000 Nichols, Sam'l G., 609 Commercial St., Boston.

Unattached.
18041 Davis, Wm. T., 33 Richfield St., Dorchester.
18041 Goodell, G. H., Whitinsville.
18042 Lincoln, R. H., Wollaston.

MICHIGAN DIVISION—2—192.

Grand Rapids Bi. Club.
18003 Randall, L. E., G. R. & L. R. R. Office, Grand Rapids.

Unattached.
18001 Orrell, W. C., Flint.

MISSOURI DIVISION—1—273.

Unattached.
18005 Kruse, F., Hickory and Jefferson Ave., St. Louis.

NEW HAMPSHIRE DIVISION—1—88.

Unattached.
18032 Hill, G. F., Great Falls.

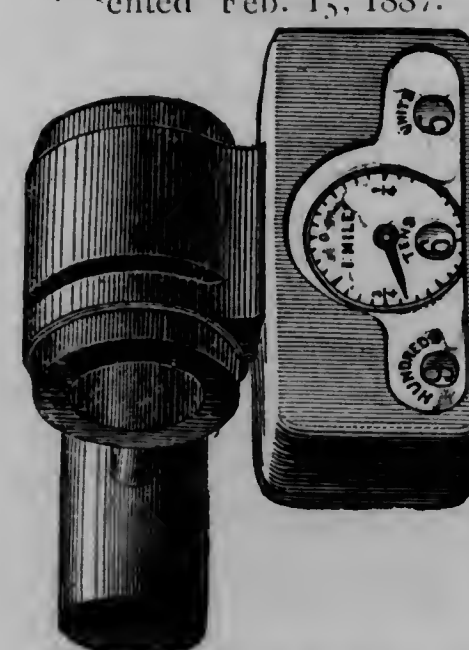
NEW YORK DIVISION—8—1888.

Buffalo Bi. Club.
18006 Angle, S. L., 138 Park St., Buffalo.
18007 Held, Frank C. B., 509 Main St., " "

Long Island Wheelmen.
18033 Bogert, Frank S., 17 Halsey St., Brooklyn.
18034 Clarendon, Chas. H., 210 Halsey St., " "

Unattached.
18038 Britton, Ernest, 26 W. 23d St., New York.
18039 Goodchild, Jno., 52 Broadway, " "
18040 Kudlich, Hans V., Box 3178, " "

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THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
THE "ROVER" The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
THE "ROVER" On this machine some startling speed rates may be look for.—Bazaar.
THE "ROVER" Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
THE "ROVER" For night riding its equal would be hard to find.—Bicycling News.
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
THE "ROVER" We have the highest opinion of this machine.—Irish Cyclist.
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
THE "ROVER" is the best hill climber on the road.—The Presbyterian.
THE "ROVER" is built on the soundest of principles.—Weekly Budget.
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
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THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
THE "ROVER" on which record was so badly beaten.—The Cyclist.
THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
THE "ROVER" attracts a great amount of attention.—Bell's Life.
THE "ROVER" was, of course, well to the fore.—Land & Water.
THE "ROVER" is a very excellent machine.—Colonies and India.
THE "ROVER" runs with remarkable steadiness.—The Bazaar.
THE "ROVER" We always use a "Rover."—Tricycling Journal.
THE "ROVER" The 100 mile race was marvellous.—Citizen.
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THE "ROVER" presents many features of interest.—Health.
THE "ROVER" is a splendid hill climber.—Bicycling News.
THE "ROVER" is a sterling machine.—English Mechanic.
THE "ROVER" is exceedingly well received.—Ironmonger.
THE "ROVER" proved to be as fast as predicted.—Field.
THE "ROVER" is learned in ten minutes.—Irish Cyclist.
THE "ROVER" now so well known.—Bicycling News.
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Our Knee Pants and Full Body Tights are the admiration of all who wear them, the introduction of our New Suspensory Pocket and reinforcement giving ease and comfort to the wearer, and are great promoters of health, and highly recommended by Eminent Physicians and Professors of Physical Culture.

Our Bicycle Hosiery is made of fine Worsted Stock, Glove-fitting, and to match the shades of our garments. Those we are now introducing of Linen Fashioned Socks and Toes, are a great comfort in warm weather, and very durable.

The TRADE will find it decidedly for their interest to do business with us. Our prices are very reasonable. Correspondence solicited.

Send for our Circular.

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The "BEST" Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient.

Loudest and "Best" call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

PRICE, 25c. EACH. Discount to Dealers.

WHITTEN & CO., Providence, R. I.

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

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TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

Great DURABILITY, reasonable LIGHTNESS, exact INTERCHANGEABILITY OF PARTS, and BEAUTY OF OUTLINE are, in our opinion, first among the requisites of any bicycle, of whatever grade; accordingly, for all parts of this, we have taken precisely the same qualities and tempers of steel that we use in the corresponding parts of the Expert; and there is no metal but steel in either machine.

We are ready to put it in competition, in appearance and under actual service, with many machines of higher price for which much more is claimed.

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ILLUSTRATED CATALOGUE, 60 PAGES, 40 ENGRAVINGS, FREE. POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

By dispensing with a few of the least essential advantages of our high-grade machines; by devoting less tool-work, labor, and time to the finishing of parts where appearance only, and not efficiency, is effected, omitting the expensive rubbing down and polishing of the successive coats of enamel; and by constructing a large number of machines at once, of but *four* sizes and *one* finish, we are enabled to make and put our Volunteer upon the market at a lower price than a wheel of *equal value* has yet been sold at.



HAVE YOU SEEN THE RUDGE FOR 1888.

The many tried and valued features of this reliable make, and the large number in use, is a sufficient recommendation to intending purchasers. See it before buying. Catalogue now ready.

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152 Congress Street, Boston.

Is there an agent for the RUDGE in your vicinity? If not apply as above.

FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 6 APRIL, 1888.

Volume XVI.
Number 23.

OF COURSE NOT.

The riding public ask why the makers of Victor Cycles don't advertise a list of second-hand bicycles. It is generally the case that when a maker has a hard time getting rid of his stuff he will trade the said stuff for old wheels, and we suggest that when makers are found largely in this business it is a strong evidence that the wheel they make is not "appreciated."

The makers of the Victors are happy to say that riders do appreciate their wheel, and hence that they are enabled to dispose of the wheels for coin. The reason we do not trade for other maker's wheels is because

WE * DON'T * HAVE * TO.

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Write for Our 1888 Catalogue.

**New Rapid Roadster,
New Rapid Light Roadster,
New Rapid Safety,**

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,

Quadrant Tandem, No. 15. Two Ladies can ride.

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

KING OF THE ROAD LAMPS,

and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

ABOUT INCOMES.

A great many young men (and old ones, too, for that matter) in possession of only moderate incomes, find it inconvenient, and sometimes impossible, to draw upon their incomes to the extent of a hundred or two, yet they would like to own a bicycle or tricycle, and in fact actually need the exercise that cycling gives. I make a specialty of supplying the **Cycling Wants** of persons with moderate incomes, by selling **Columbia Cycles**, as well as the **Rudge** or **Second-hand Wheels** on small weekly or monthly payments. Send me for particulars in detail. Cash customers are also welcome. Wheels rented.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

LOOK AT THIS. Two "Victors" for sale; one 50 and the other 54 inch; both in excellent condition. Lakin's cyclometers to go with each if desired. Address, Lock Box 367, Plainville, Conn.

58-INCH English bicycle for sale. Balls all round, including pedals. Cow-horn bars, spade handles, and all modern improvements. New last fall. Owner going abroad. \$70, takes it. GEORGE D. HAZARD, Room S3, Equitable Building, Boston.

STAR, hollow frame and levers, ball bearing; *new* *run*, \$55, or will exchange. W. D. CLOYES, Cortland, N. Y.

FOR SALE—Harvard tricycle, in good condition. Apply or address, E. A. SIMONDS, 143 High St., Charlestown.

FOR SALE—Rudge Crescent Tandem, Townsends Saddles, Lakin Cyclometer. Ridden less than 300 miles. A1 condition. Address, E. O. HATCH, 49 No. Market St., Boston.

FOR SALE—50-inch Columbia Light Roadster; full nickel, ball bearings, spade handles, Kirkpatrick saddle. \$99. C. A. CONOVER, Coldwater, Mich.

BARGAINS—Columbia 2-track Tricycle, \$85.00; Humber Tandem, \$150; both in excellent condition. Correspondence solicited. "CYCLE," 111 West 95th st., New York.

WANTED—Columbia Tandem and Columbia Light Roadster Tricycle; will pay cash or give in exchange any new bicycle or tricycle that may be wanted. State condition, time in use and machine number. "R," World office.

FOR SALE—A 52-inch Champion American, 1887 pattern, balls all around; spade handles, Lillibridge saddle; only shows wear on tires and pedals; \$85.00 cash buys it. Address F. S. CUMMINGS, Fairfield, Iowa.

FOR SALE—54-inch Expert Columbia, with lamp, etc. Address W. H. MORRISON, 1011 Third avenue, New York.

FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tires scarcely show a scratch; all just as good as new; good reason for selling. Price, \$85.00. Address G. W. GAIL, Jr., care The Clark Cycle Co., Baltimore.

4 BARGAINS—Each Wheel Good as New—Sparkbrook Humber Tandem, Marlboro' Club Tricycle, Rudge Humber Tandem, 54-inch Victor Bicycle. For details address L. H. PORTER, 29 West 23d street, New York.

BIG BARGAINS—One 51-inch Columbia Light Roadster, 1887 pattern; spade handles; ridden one season; perfect condition; not a weak spot in it. \$100, including Butcher's Cyclometer. One 51-inch Rudge Light Roadster, brand new; never ridden; 110. Lock Box 202, Holyoke, Mass.

FOR SALE—52-inch 1887 Apollo Bicycle; ball bearings, Kirkpatrick saddle and Butcher Hub Cyclometer; nearly new. Price, \$90. H. L. BILLINGS, 20 Bedford st., Boston.

FOR SALE—52-inch Expert; all improvements; an A1 machine, in first-class condition. Price \$75. A genuine bargain. G. E. BRETT, 51 Franklin st., Boston.

WANTED—One 50-inch and one 51-inch Victor, New Rapid or Expert machine, late pattern. Will pay spot cash for suitable wheel. Address, with full particulars, BICYCLE, P. O. Box 2434, New York City.

FOR SALE—1887 Victor Safety bicycle; in first-class condition. Address J. S. DEAN, 28 State street, Boston, Mass.

SINCE I BROKE MY LEG I have no use for wheels; will exchange for anything I can work with a crutch. Cash or Photo. Outfit preferred. Pony Star Bicycle, good as new; also Victor, 1883 Tricycle, in good order. Address Lock Box 34, Newton, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in "The Wheel," or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

WANTED—A well-posted Bicycle Salesman and Bookkeeper; must give good reference; state salary expected. Address W. L. VAN HORN, Denver, Col.

WARRANTED TO PLEASE—The Common Sense Stocking Supporter. The best in use. Price 35c., mailed. E. H. CORSON, Rochester, N.H.

FOR SALE—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.

DON'T BUY A BICYCLE until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

WANTED—Second-hand Bicycles for cash, or will trade any new make wanted. Send full description and lowest price. GEO. W. ROUSE & SON, Peoria, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

BICYCLES. Everything in new and second hand. JOHN WILKINSON CO., 55 State St., Chicago, Ill. Send stamp for list.

The Boston Road Book.

The most complete Road Book of Boston and the surrounding country ever printed.

EVERY WHEELMAN SHOULD HAVE ONE.

For Sale by all Cycle Dealers and at the WORLD Office. Also, by the Publisher, C. A. UNDERWOOD, 386 Tremont st., Boston, Mass. Price, postpaid, 20c.

THE FAMOUS CUSTOM-MADE
PLYMOUTH ROCK \$3 PANTS.
Full Suits and Overcoats at Proportionate Prices



We sincerely believe that never before have we been able to offer our customers so good and stylish a line of **SPRING GOODS** as now our line of **Chevrolet**

DO YOU WEAR PANTS

Suiting, guaranteed absolutely all wool is particularly remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, whose wants we know now from long experience. For 6 cents we mail you 20 samples of these cloths, self-measurement blanks so accurate that we guarantee a fit. Also if you mention this paper we send you a good 48 in linen tape measure. Or if you must save time, send us your waist, inside leg, hip and knee measures, together with \$3, and 35c. to prepay express or postage. We guarantee safe delivery. For any cause a customer of ours may return his goods and receive back his money or a new garment, a guarantee of which statement may be obtained by writing to the American Express Co. (capital \$20,000,000) at Boston.

N. B.—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitations that spring up for a day to compete with old and regular establishments.

PLYMOUTH ROCK PANTS CO.,
18 Summer Street, BOSTON, MASS.

For This Week Only.
JERSEY-FITTING RIBBED STOCKINGS,
\$1.00.

We have bought 50 dozen pairs of these goods, and offer them this week ONLY. Same thing sold elsewhere for \$1.50 and \$2.00.

SPADE HANDLES.
\$2.50.

Fit any wheel. Made of best Steel Drop Forgings. Discount to the trade.

BEST BLACK ENAMEL.
50 Cents per 1-2 Pint.
Sent by mail on receipt of price.

CYCLE SUPPLY CO.,
3 Berkeley St., Boston, Mass.

The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.
Fully Warranted, only \$5.00.

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Brooks Odometer Co., Lowell, Mass.

JOHN HARRIOTT,
MANUFACTURER OF

Bicycle and Athletic Medals,
CLUB PINS & BADGES,

DESIGNS ON APPLICATION.
3 Winter Street, - Boston, Mass:

BADGES, MEDALS, Etc.
MADE FROM ORIGINAL DESIGNS.

H. C. HASKELL,
18 John St., New York.
Correspondence Invited.



No. 1.

THE * SPRINGFIELD * ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.

No. 1 cut shows the \$75 Springfield Roadster which retails for \$75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the \$100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

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E. T. ALLEN,	-	San Francisco, Cal.
JOHN P. LOVELL ARMS CO.,	-	Boston, Mass.

Retail Salesroom: No. 147 Washington Street, Boston.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

NEW MAIL.

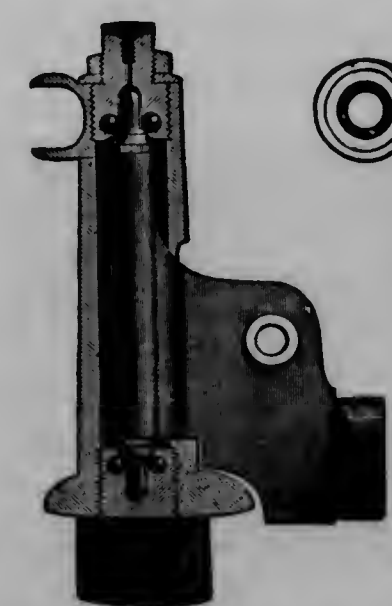
Large Handsome Photograph for
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Found in No Other Wheel.

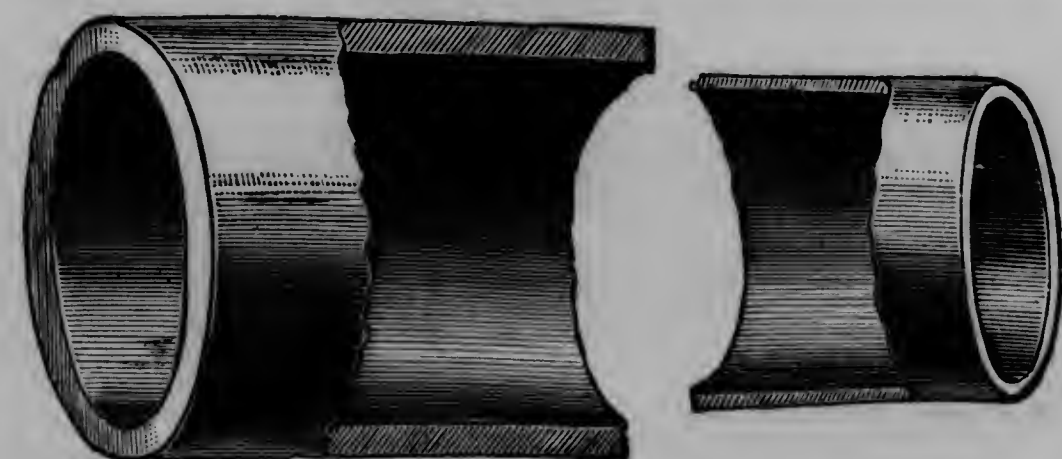


The New Mail is already having
a remarkable demand.
A SUPERB LIGHT ROADSTER.
Get a Catalogue.



Trigwell Ball Head.

1000 miles without oiling
or adjusting. Perfect Rigid-
ity and ease of steering.
Greatest of modern im-
provements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest
strain. No spreading of backbone after riding.



Warwick's
New Rim.
No Seam
outside.
Thickened
Metal
at Bottom.

Not a Buckled Rim Last Year.

To find out what the New
Mail is read the Testimonials
of many of the leading and
hardest riders in the country
contained in our Catalogue.
Send for it before selecting
your mount.

Not a Broken Backbone Last Year!

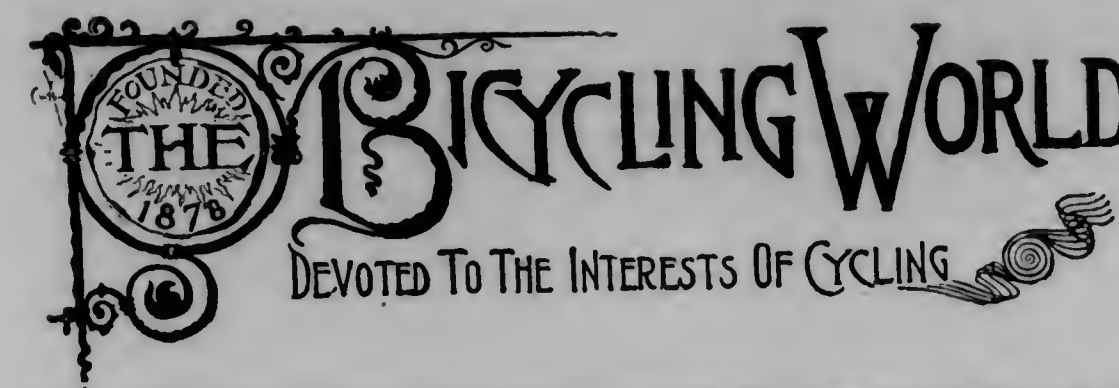
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WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
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Thomas Stevens, the Around the World Bicyclist, on the Expert Columbia.
BICYCLING WORLD AND L. A. W. BULLETIN, PLATE No. 2.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 6 APRIL, 1888.

WE do not believe that there is a more widely-known cyclist in the world than Mr. Thomas Stevens, and one in whose movements and appearance there is a more wide and natural curiosity. We therefore are pleased to present to our readers this week an excellent likeness of this greatest of all cycling tourists. In connection with this plate we print an incident in the tour of Mr. Stevens' across the plains, graphically told in verse by the "Poet Scout," Captain Jack Crawford.

THE generosity of the divisions in voting sums to aid in paying the debts of the League must be a very satisfactory answer to the Board of Officers who made the request. Massachusetts responds with a donation of \$300.00, and Rhode Island with one of \$50.00. Other divisions are to be heard from, but most of them have taken steps to do something for the cause. We have expressed ourselves on this subject, and the principal governing same, but we are always ready to go with the tide, when we cannot stem it. As an earnest of this we have sent our "mite" up to the Secretary-Editor, and our only regret is that we cannot afford to make the remittance larger.

CAN it be possible that the obsolete fashion of nickel plate as a finish for bicycles is going to be revived? There are a great many riders who advocate this finish. As far as we are concerned we go for enamel every time, for the reason that the nickeling process must be exceedingly well done, or rust will come to the surface, especially where the machines are exposed to sea air. We know that there is a prejudice against nickeling, because it has been looked upon as a sort of a badge indicating a novice. We are not in sympathy with this reason, though it may be true, but if we found nickeling to be the most desirable finish, they might plaster badges of "novice" all over us and it would make no difference in our choice. A similar objection to the safety being such a ridiculous looking machine has kept many from riding it. A good thing that is practical and approaches the best results should not be discarded because it is an indication of greenness, or because the machine is

not so graceful as the ordinary. We are glad, however, to notice that these trivial objections are fast giving way to common sense and reason.

ELSEWHERE we print a letter from W. McCandlish, co-editor of *Wheeling*, touching on the controversy now stirring cycling press circles abroad. We are sorry that anything should have appeared in these columns reflecting on the *bona fides* of any of the pressmen referred to in Mr. McCandlish's letter. We know all of them personally or by reputation, and attach no weight to any assertion accusing them of being parties to a scheme to give a fraudulent title to Kauffman or anyone else. As to their being bribed by a champagne supper, the suggestion is absurd. As to the rules of the competition, so far as we can judge they seem fair. There can be no reason why the Star and bone-shaker should not be used with the ordinary bicycle. We do not care to express any opinion as to the value of Mr. Kauffman's title, nor do we think any one who is not willing to compete under the rules published in *Wheeling* is justified in finding much fault if Kauffman arrogates to himself a title that will look well on the bill boards.

RACING AT PHILADELPHIA.

VERY successful was the cycling tournament held at the Elite Rink on Wednesday evening, March 28. Upwards of a thousand people were present, and a large attendance of the fair friends of the riders enlivened the scene. The races were all run off with commendable promptness, and although there were several falls, no one was damaged to any extent. Mr. Halstead of the Harlem Wheelmen, at present in the city on business, carried off the honors, and showed us what practice on a twelve-lap track can do. The programme was as follows:

One-mile match race, prize, silver flask—E. I. Halstead, Harlem Wheelmen, first, 2:58 1-5; M. J. Bailey, Century Wheelmen, second by a short length or two. This was a very exciting race, and the time is remarkably good for an 11 1-2 lap track.

One-mile match race, prize, silver flask—S. H. Crawford, first, 3:03 4-5; J. A. Green, second.

One-mile club race, Camden Wheelmen: prize, silver cup—H. J. Weaver, first, 3:07; Potter, second; Strong, third. The latter Star did not prevent a couple of tumbles, throwing him out of the race.

One-mile club race, South End Wheelmen: prize, silver cup—J. A. Green, first, in 3:11 1-5, beating F. E. Becktold by a short length.

One-mile club race, Century Wheelmen: prize, silver cup—F. H. Garrigues, first, 3:13; R. L. Shaffer, second.

Three-lap one-legged race, prize, silver pitcher—E. I. Halstead, first, 0:52 2-5, distancing J. A. Green on a Star.

Eddie McDowell rode a mile against time, but his performance showed only 3:03 3-5.

One-mile club race, Penna. Bi. Club—won by L. A. Hill over J. A. Wells, in 3:20. Dallett, who was entered for this race, failed to appear, and Mr. Wells kindly entered as a matter of interest. It was whispered that he would have distanced Mr. Hill had the grade been, say one in three or four, instead of level.

One-mile club race, Tioga Club: prize, silver cup—Van Deusen, first, in 3:22 3-5, beating his brother.

One-mile club race, handicap, Vesper Wheelmen: prize, silver cup—Geo. J. Bowman, first, 3:24 1-5; F. Coningsby, second.

One-mile novice, prize, card stand—E. G. Kolb had a walk-over in 3:20, Green and Draper having collided on the lower turn, throwing both heavily against the railing, which was wrecked. They fortunately escaped without serious injury.

One-mile match race, between winners of races 1 and 2; prize, smoking set—Halstead and Crawford ran this off, and the latter gave the Harlem man a lively tussle. Halstead beat in 3:03 4-5, with Crawford a close second.

One-mile match race, prize, gold medal—F. M. Johnson, first, 3:33 4-5; C. R. Massey, second. This was a race for blood, and the winner was chaired around the track by the Pennsylvania boys, despite his kicking protests.

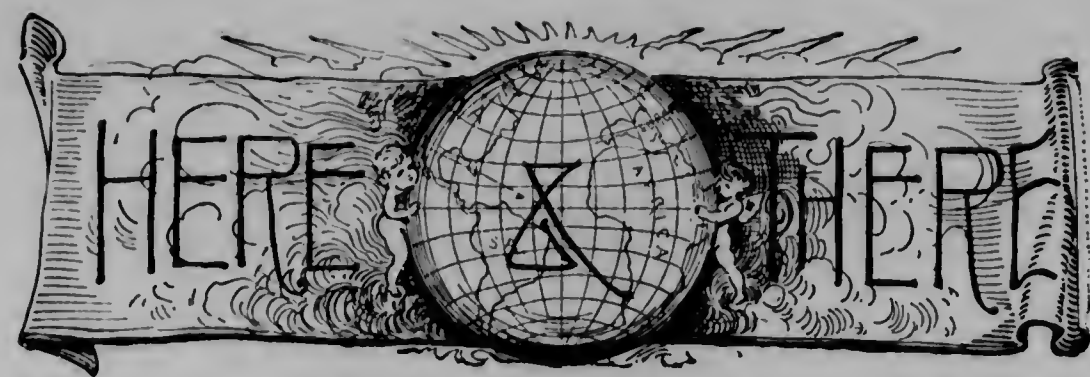
Two-mile open, prize, silver nut bowl—E. I. Halstead, first, 6:10; I. Van Deusen, second; M. J. Bailey, third.

One-mile, 3:20 class; prize, napkin set—Wm. Flennard, first, 3:22 3-5; Murray Kilmer fell. This was the third Star rider who went to grass during the races.

One-mile, 3:10 class; prize, fruit dish—S. H. Crawford, first, 3:07 3-5; J. J. Bradley, second.

Philadelphia, March 31, 1888.

"ARIEL."



ENGLISH LETTER.

"SENATOR."

I RECEIVED a leap year proposal the other day from London, and being busy, I turned same over to the "Matrimonial Agent" of the team," W. W. Woodside, who made an elaborate reply, stating he was prepared to match an unknown (possibly it may be the "Owl") against the proposer, and that he would be pleased to meet her in London to sign articles.

THE advent of W. A. Rowe has started the "voice of the prophets," who always (?) know "who ought to win, yer know," and the speculations before April 14th would no doubt fill a *Clipper* annual. The papers continue to print columns about the newcomer, and his "picture" is becoming well known. The *Manchester Empire* devoted a column to him recently, and declared with the *London Field* that, "according to his past performances," he is undoubtedly the fastest man who ever crossed a bicycle. When Rowe arrived at Newcastle-on-Tyne he was met by a large crowd, who evinced curiosity to see the famous American. When he was shown the 12-lap board track with 3-foot ends he was slightly astonished, and innocently remarked, "I can break no records on that." Rowe will know a lot when he returns home. This trip will do him good. With Woodside, he is industriously training at Bridlington Quay for two weeks, and is already in splendid form, his fall on the boards at Newcastle the last night, doing him no harm whatever. On the 14th of April Rowe will step on the mark with Howell, in possibly the best form of his racing career, and if he cannot win, it won't be the fault of non-preparation. Excursion trains will run from all around the midlands, and cyclists from many distant parts of the country will attend to see the "battle of giants." I don't underrate Howell's abilities, and it is a queer indication of the form of Rowe and Temple that the supporters of the new flyer, W. Wood of North Shields, would not make a match with Temple, but readily accepted a 20-mile match with Rowe, the American team staking a hundred pounds to Wood's supporters' seventy-five, the race to come off April 21st. So you see the English betting market considers Temple the hardest nut to crack, and there is not much wonder at it. One thing is certain—they are off, or we are out. I think the former is the certainty.

I RECEIVED a long letter, postmarked Sydney, N. S. W., the other day, and for a moment could not think who my Antipodean correspondent could be, although the handwriting seemed familiar—(wish mine was as good; what say you, Mr. Editor and compo's?). Well, here's another piece of evidence of BICYCLING WORLD's circulation and power for good. The letter commenced: "Dear Senator. You will possibly be surprised to hear from me" (and in truth I was; my teeth chattered, when I thought of the supposed dead). "I saw your letter in BICYCLING WORLD, which was extensively copied in this country," continued Fred S. Rollinson, "and I thank you heartily in presenting my case to American readers in the way you did. I had fully made up my mind that my romantic story should remain untold, but it seems you unearthed it, with your usual penchant for information. I am now very happy and married, my wife being one of the most accomplished and best of women possible, and we are thankful for our present happiness." I am sure the many friends and acquaintances of Fred S. Rollinson will learn with pleasure that he is doing well, and has "one of the best of women," for a life companion. Really, I feel personally thankful for the share BICYCLING WORLD has taken in Fred's interest. The letter concluded by earnestly asking me to pay his father a visit, who is in a good social and commercial position in Sussex, assuring me of a hearty welcome, and stating that he may visit England in 1889, and be accompanied by a team of Australian amateur champion cyclists.

My comments on D. J. Canary (quite opposite to those of Rollinson) have also taken effect like the vaccine which the cruel doctor afflicted me with, when, both as a child and a big child. D. J. woke up during our visit to Newcastle, and came out with a set of rules, and a challenge to Kauffman to contest for fifty pounds and the "earth's championship." Kauffman's breath was fairly taken away by the sudden onslaught, as it was entirely unexpected, and Kauff-

man was getting his little championship medal ready which he was going to present to Kauffman as the "world's wonder." D. J. said, "come on, I'll knock your claims," but "Kauffman" wanted to include a "Star" bicycle, boneshaker (safeties and tricycles, I believe also), so Dan had to claim the title, which certainly belongs to him as far as his three won battles in America are concerned, and Temple, Hurst, Martinetti (and no doubt Maltby), have supported Canary's rules, which exclude the Star, so the contest will not come off under Kauffman's rules. The funny part of the business is, nearly all the "representative" cycle journalists of this great country "decided" that "the Star shall be considered an ordinary." The following week, however, a difference of opinion was noticeable, and grave doubts were expressed as to a Star being an ordinary bicycle. Mr. Atkinson of the *Sporting Life* told me plainly he did not sign the rules with the understanding that the Star was an ordinary, and did not certainly consider it so. I am pleased also to state that Canary has taken my comments as to certain little failings (which is human after all), and I was glad to learn from D. J., in presence of his pretty wife and baby, that his last engagement was the most profitable, for he had commenced to think of a "rainy day."

PERCY LOW, associate editor of *Wheeling*, tells me he may visit America the coming summer. I don't know if F. P.'s law suit has anything to do with this, I think not. That Scotch (good old Scotch!) libel suit of mine may prevent my holding any property in porridge land, otherwise I don't anticipate trouble. A Scotch professional says I called him names and ruin'd (save the mark) his prospects. He wants a thousand pounds, he will get less. Well if Mr. Low comes to America, I can heartily recommend him as a "rare old sport," he will shine anywhere.

I RECEIVED a call this week from M. F. Nandy, London editor of *Le Veloce Sport*, Bordeaux. It was in regard to the American team's appearance in Bordeaux and South of France generally, in May and June. The editor of *Le Veloce Sport* and the Bordeaux Club, which numbers nearly 500, assures us a hearty welcome to France.

THE meeting of Rowe and Howell at Leicester to-day, at which they signed articles, was a rather pleasant one. Howell was boxing in his dressing room, and stopped on Rowe's making his appearance. Howell remembered him through his visit to Springfield. The two rivals shook hands, and Howell remarked he hoped he would like England, and that no matter who would be the victor in their championship races, they would entertain the same respect for each other. Altogether the meeting was a dramatic one, about a dozen on when "Blucher met Wellington."

CHICAGO.

"THE MULE."

THE club house question seems to be agitating the minds of nearly all our riders. The Chicagos, as already related, have just gone into first-rate quarters in the centre of the city, and preparations are being made by at least two other clubs to cut a dash in the near future. The Owls, probably the most successful club Chicago has had so far, move into a new house next week, and will hold a smoker to celebrate the event on the 15th. Of course, to hear some of the enthusiasts talk there never was such a club house before. The Lincolns, not content with anything ordinary except to build a house, and to that end, have organized the Illinois Cycling Company, with capital stock sufficient to cover all expenses. The building will be on the North side, where the greater number of the club members reside. The club is composed of about one hundred and fifty members, many of whom are well-to-do and can afford to support a handsome headquarters. The Illinois boys have been talking of looking up something more substantial than their present quarters, but have done nothing in the matter so far.

CHARLEY PHILBRICK will race again, and has bet \$20 that he will beat 2.40. Of course he'll lose.

WHILE playing polo on a Star at the Casino, last Monday, Tom Roe hurt his right leg so severely that he has been confined to the house ever since.

SURBRIDGE has secured the services of Birdie Munger as salesman. I hear that the latter intends making a few road records for the boys to try to beat this summer.

J. O. BLAKE, for many years vice-president and manager of the John Wilkinson Co., has left that concern, and is now superintendent of Spalding's retail department.

R. D. Garden has obtained the sanction of the commissioners to hold his annual road race. A meeting of a dozen representative riders was held recently, and all the plans made for what should

prove a great race. It will be run on May 30, from the Leland Hotel to Pullman, and it is already certain that the \$1,200 worth of prizes will be easily obtained.

THE Cycling Association, composed of representatives from local clubs, has at last been established, each of the five clubs being represented. The association expects by concerted action to accomplish much which could hardly be done by any one club, and will, I hear, promote an annual race meeting.

L. M. RICHARDSON has written W. J. Morgan, to ascertain the latter's opinion about a six-day race here next fall. Mr. Richardson has confidence enough in the scheme to invest considerable money in it, and, should Morgan think well of it, will open negotiations with the secretary of the exposition building.

THE Garden City Athletic Club has secured an excellent piece of ground on the West side of the city, and will offer liberal prizes for cycling events at its race meetings. Van Sicklen, Rae and other well known riders are members of this club, which has seven hundred members as the result of three months' work.

KANSAS CITY.

"MENTOR."

A. A. McCURDY, who will be remembered as figuring in a disreputable "fake" race in Minneapolis recently, was in the city last Saturday (24), ostensibly for the purpose of securing a place to race J. S. Prince, of Omaha, for \$15,000 aside! Whew! What a race that would be! It is not likely that they will race here. In the meantime wheelmen here will look out for the result of the Rowe-Howell \$100 races to the utter exclusion of Prince-McCurdy \$15,000 hippodromes.

HIRAM HALE, of Junction City, Kansas, will be again on the path this year.

KANSAS, "the home of the blizzard," sends greeting to Boston, of "beautiful Italian climate fame."

L. S. C. LADISH took a run down to St. Louis last week to see the boys. He says that cycling there will boom this year.

J. C. HIGDON was married in St. Louis last Monday, and Higdon's friends wish him congratulations. The "chestnut" tandem is now in order.

IT is said that Frank S. Ray has quit wheeling. Mr. Ray was a member of the Missouri Touring Committee, and also a correspondent for wheel papers.

A NUMBER of wheelmen here whose League uniforms have taken on a brick red color, have had them dyed a beautiful black, which makes them nearly new.

J. A. DE TAR and T. E. Galvin returned Monday from a two months' pleasure trip on the Pacific Coast. They had a great time, and were favorably impressed with country, climate and people. Their were accompanied by their wheels, and did considerable riding over the country surrounding San Diego.

NEWS

AND COMMENT.

LAST Sunday, in Boston, was one of the most charming days for wheeling that we have seen for a long time. The air was clear, crisp, and yet warm enough, and the roads in the immediate vicinity of the city were in superb condition. We saw hundreds of riders while we were out walking. We had to walk, because we had no machine. We must say we envied our fellow cyclists.

IT is our purpose next week to give a description of the Facile Safety of the rear-driving type.

WHEELMEN, and especially those of the South, should bear in mind the dates of the great meet and races at Atlanta, Ga., as being April 16 and 17.

THE annual "International Tournament," which has been such a prominent feature in English cycledom for the past two years, will be omitted this year.

OUR friend Kennedy-Child, ever restless, ever on the move, has winged his flight toward the setting sun. It is very probable that Chicago will be his next abiding place.

NOTWITHSTANDING *Wheeling's* attempt to kick over the *Cyclist's* Life Boat Sustentation Fund, subscriptions still continue to come in and they already have some \$250 pledged and paid.

WE received a call from Mr. Will Pitman of New York, Saturday, and we regret exceedingly to learn of the reason of his visit to this

city. His mother died last Saturday and Mr. Pitman arrived here just before she breathed her last. The remains were taken to Bangor, Maine, for interment. We know all will sympathize with Mr. Pitman in his sad bereavement.

THE interest in the cyclist-cow-boy contest in London do not seem to have abated one bit, as Agricultural Hall on every evening of the six days competition was filled to its utmost capacity.

NOW that the N. C. U. have decided to have nothing to do with road racing, a movement has been made headed by the North Road Cycling Club to form a road records committee. At present the scheme is in embryo.

OUR readers will be glad to notice the first letter from the La Feu brothers, in St. Thomas, W. I. Their letter will be read with great interest, and as the earnest of what is to follow when they reach the banks of the Amazon.

H. B. M. QUEEN VICTORIA has donated a \$525 cup for competition by the amateur oarsmen of Great Britain. We would respectfully suggest Her Majesty the sport of cycling as worthy of royal patronage in the shape of a \$1,000 cup.

THEY do say that the new "universal language," Volapuk, has but one swear word. What must the poor cyclist of the future do when the festive cur tangles itself up in the spokes of his wheel, and the erratic hoodlum shies brickbats at him?

THE Albany, (N. Y.) Athletic Association propose to give a Bicycle Tournament during the coming fall, and they have already opened negotiations with "Senator" Morgan to the end that he and his merry men may appear on that occasion.

WE suppose that all the members of the Massachusetts L. A. W. Division have all received copies of the Road Book. Ours has come to hand and is a most acceptable addition to our library, and a monument to the enterprise and care of Messrs. Hayes & Grimes.

A GOOD many of our readers will couple the name of Mrs. Allen with that of one of the leading lady cyclists of England. She was the peer of Mrs. Smith, and one of the most enthusiastic of wheelwomen. We regret to chronicle her death, which occurred on the 9th of March.

THE newspaper war between "Senator" Morgan and Dick Howell has broken out anew. We suppose that there has got to be just so much of this beligerency in cold type to be gone through with anyway. It is a good way to advertise, and the "Senator" and Dick know how to work it.

JEFFERSON COUNTY, ALA., has appropriated \$200,000. to be spent on new roads. We wish we could give a column every week of just such items as this. It bodes well for the wheelman's future, and it indicates intelligence and a state of civilization which we would like to see more generally manifested.

THE *London Star* says that Rowe is living, walking, and very fast riding "temperance lecture," as he has never touched beer, spirits, or tobacco in any form. This to an English mind is almost incomprehensible. All good Americans will wish this "temperance lecture" may prove a winning and taking one.

MR. C. S. HOWARD, assistant city editor of the *Boston Globe*, and a well known cycling scribe and L. A. W. representative, sails for the Azores in the bark "Sarah" tomorrow, Saturday. Mr. Howard goes away to enjoy a well-earned rest and vacation. He will be tendered a dinner at the Boston Club house before he leaves.

WHY is it that the British paper; never quote an American without working in the word "reckon?" We suppose it is for the same reason that "well posted" (?) American writers, in quoting Englishmen, raise hob with the letter H. It is a ridiculous habit, and shows their ignorance, or an attempt to be wearisomely funny.

THE criticisms made by the English papers on W. A. Rowe are very complimentary. Report pronounces him a magnificently developed specimen of humanity, and as to his manners and speech, they say these are in "direct contrast to those of some of the other English professionals." We suppose this is also intended as a compliment. (?)

THE Appeals Committee of the N. C. U. refuse to entertain Mr. Hale's request for re-instatement. There seems to be general regret expressed in the English papers that Mr. Hale should have laid himself open to suspension, though there is no doubt that the punishment is according to the rule. This takes from the amateur ranks one of the fastest English riders. In fact, this year it looks as though all the old amateur racing men were to disappear from the path, and a new crop would have to be raised to take their place.

The Harvard Bicycle Club have decided to have a hare-and-hounds chase April 20th, for which Codman, '90, and Brown, '91, are the hares; and on April 27th a 15-mile handicap road race. A committee, consisting of R. H. Davis, J. A. Bailey and Kenneth Brown, were appointed to make all arrangements. The race will probably be run over the Harvard Bicycle Club course, beginning near Central square and ending near the railroad at Mt. Auburn. Last fall almost all the contestants were stopped some of the numerous railroads which the course crosses, but there does not seem to be any better course near enough to Cambridge. There was also some talk about holding a track race meeting in May. This will probably be acted on at the next meeting. Four men have already decided to train on the track as soon as it opens, and two or three more may do so when the time comes.

At the meeting of the Massachusetts L. A. W. Division, last Saturday, at Young's Hotel, Boston, the division voted the sum of \$300 towards paying the debts of the parent body. The division also decided to hold its annual meeting at Cottage City, in August next. The matter of changing by-laws to conform to proposed rules of the League was laid on the table. The Committee on the Improvement of Highways reported that the only feasible plan was that a change in the law be made, to provide for the appointment of a State official to lay roads between county seats, to be maintained by the State; report accepted. The Committee on Sign Boards reported favorable and courteous answers from towns, to the circular it had issued calling the attention to the State laws in this matter. A communication from Secretary-Editor Bassett on the price to be charged members was placed on file. It was decided that a spring meeting be held, with Seward, Kendall and Emery to arrange the details. Fifty dollars per annum was voted to the Secretary-Treasurer for his personal expenses in connection with his office.

TRUCKWELL, writing from Los Angeles, Cal., says: "The entertainment given by the Los Angeles wheelmen, March 9th, consisting of tableaux, drill riding, slow races, trick riding, sack riding, obstacle races, was quite a big success. By the way, in this part of the Pacific Slope, we are unable to see why there should be so much kicking against the League suits, unless it is that the kickers are so unshapely that not even a plaster paris mould would fit them, or, I mean to say, *suit* them. Chief Consul R. M. Welch has appointed J. Phil Percival local consul for this place. We hold our annual races this year on May 30th, at Agricultural Park. The programme will consist of: One-mile heat race, bicycle, best three in five heats (club); one-mile novice race, bicycle (open); one-half mile heat race, best two in three (for club cup and championship); one-hundred yards slow race (club); one-fourth mile Tandem tricycle race (club); one-hundred yards dash foot race (open); one-half mile dash, bicycle, for boys under eighteen years; one-mile dash, bicycle (open); one-mile handicap (club), medal, by G. A. Von Brandis, handicapper; fancy riding by the Midget (Ledru B. Kinney), three-mile State championship (L. A. W.); one-mile consolation.

THE "SENATOR" ATTENDS THE N. C. U. "POW-WOW."

I was present on Thursday night at the meeting of the National Cyclists Union, it being "my first offence." A real live lord (Viscount Bury) was in the chair, and a real smart chairman he was, too, as some of the squeaky and hoarse-voiced "orators" found out. The Fenchurch-street large room was crowded, and one could smell the battle from afar on entering the room. George Lacy Hillier quietly whispered I could find a seat upstairs. So up I climbed, and looked down upon the assembly below, many faces being known to me. I was silently contemplating the "fine and large" mustache of George Lacy, and comparing it to that of the chairman, when "My lord and gentlemen" rang out in stentorian tones from right under the gallery in which I had perched myself, so skeddadling around the opposite side I saw the speaker, who was saying: "I implore you not to tinker with the subject; do one thing or the other." The speaker was the fearless editor of 152 Fleet street, W. McCandlish of *Wheeling*, to wit.

The meeting was a special one, and the subject, "Shall the N. C. U. condemn road racing?"—(this, mind you, after they recently passed a resolution to the contrary a few weeks since). The clubs and press had, however, kicked against the mandate so much that the "tinkers," as McCandlish aptly puts it, resolved to call another meeting to debate a question they had already decided. Geo. Lacy Hillier, contrary, I'm sure, to his feelings, denounced road racing as an injury, which it undoubtedly is, to cycling in general, and in a speech, which was more or less full of Disraelian phrases, and more or less eloquent, assured the meeting that young men who race on the road not only outrage public feeling, but injure themselves in racing, very often in an entirely unprepared state, while the

path is a model for the purpose. "If you put your foot down on it now," quoth George, "the day will come when we will do it, and in this room, too." It is evident that Mr. Hillier has not lived in the land of cyclones and earthquakes, where a room is liable to shift at any moment, or he would not have made such a rash prophetic assertion. Papa Nairn was eloquent, and Henry Sturmer jumped up and down like one of those little fellows on a stick—which I don't for a moment liken Henry to, except from a "jumpers" standpoint. The meeting eventually passed a "resolution," by an overwhelming majority, that the N. C. U. discourage road racing, and calls on clubs to help them to suppress. Yet, gentlemen, and my lord chairman, you might as well try to dam Niagara and put a belly-band around the moon, as to try and stop road racing. It is like measles, which is bound to come out, and men will scorch, if they can scorch, and the resolution (which I truly believe is right) will not stop road racing, and will weaken the already lax hold of the N. C. U. on its constituents. A road race is illegal, we all know, and, what is more, is injudicious to the cause, and I hope this one act of the vacillating English body will bear fruit, even if it be a poor crop. Road racing, especially advertised open events, is nothing more or less than cheap advertising for some paper or manufacturer. But how about a public which is not over-favorable to the sport? They look upon it as an encroachment of their rights, and, after all, if men must race, why not use our tracks, which want patronage badly?

THE LE FEURS AT ST. THOMAS.

(Special.)

HERE we are at last, and here we intend to remain for a short time, as we have changed our plans somewhat. Instead of going direct to Para, via the "Murray Castle," which brought us (in very slow time) from Liverpool, we decided to stay at this beautiful little spot for perhaps two weeks, during which time a thorough "looking over" of the island will be our business.

And before going into details of our trip, etc., let us jointly express our grateful thanks to "Gentleman John," your correspondent in England, for his courtesy in travelling from his Scottish headquarters to Liverpool, expressly to meet us. We spent a very enjoyable evening together and it was with regret that we parted. If we had "Gentleman John" along with us, he would be able to give our readers a much more interesting account of our trip than we can hope to.

We sailed, or rather steamed, from Liverpool on February 25, and when we had reached the open sea, it was hard work to keep comfortable while on deck. We were bundled up in all sorts of wraps, but even then we felt the effects of the cold as much as we would had we been in our Canadian home. We had a very heavy blow during the first two days out. The ship proved to be sea-worthy and staunch however, although as far as making anything like respectable time was concerned she was wanting. Very different was the monster Cunarder on which we reached Liverpool after a passage of little more than seven days from New York. We had quite a pleasant party on board, some bound for St. Thomas, or adjacent islands, others for Para or Rio Janeiro, two for Colon (Aspinwall), and one, a French naturalist, said his destination "was the world, or any part of it which would furnish the best 'specimens.'" I suggested that he go to Boston where he would find the office of the *World*, and information, perhaps, as to

WHERE TO LOOK FOR "SPECIMENS."

but he didn't seem to catch on. We had among the passengers also, a maiden lady of *very* uncertain age, who had evidently made up her mind to make no more ocean voyages alone if she could help it, and who set to work to captivate the naturalist. Had she heard his remark about "not wanting to go back to the days of Noah for his 'specimens,'" she would have given up in disgust. As it was, she would follow him about from morning to night, and compel the poor sufferer to talk "specimens," while she was looking love, in four languages.

It can readily be understood that we were not long troubled with the cold weather. Liverpool being situated on latitude 53 degrees 24 seconds, and longitude 3 degrees West, and our objective point being situated on latitude 21 degrees 40 seconds North, and longitude 65 degrees West, our course soon took us out of the cold belt, and in a comparatively short time after leaving behind us the shores of the "empire on which the sun never sets," we began to feel the effects of the Gulf stream and trade winds, and the manner in which we discarded, one after the other, our thick articles of clothing, and replaced them with lighter ones, was a caution. Our course was almost W. S. W., and although we sailed over the usual route taken by the Southern traders, we saw no sight of sail or steamer on the trip. At dinner one day we were informed by the captain

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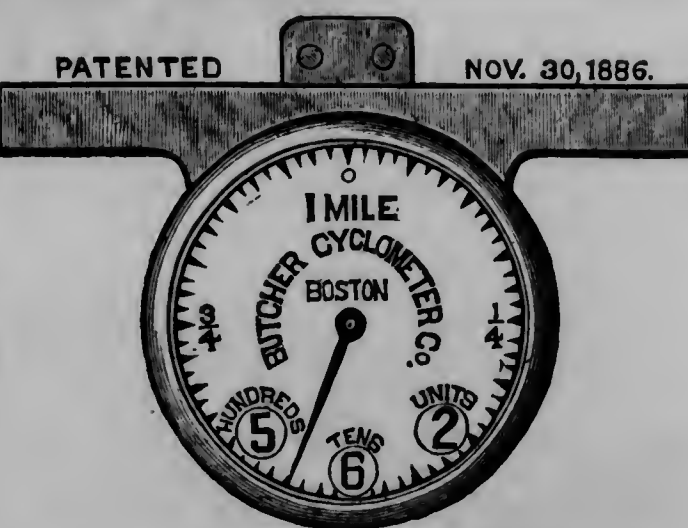
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that he expected to reach the island the same night, but "man proposes and God disposes," as about 3 P. M. we were overhauled by a young hurricane, which carried us about a hundred miles or so off our course. No other damage was done beyond the delay, and the following day we passed by "Sugar Loaf" and "Black Rock," and could say that this stage of our journey was as good as ended. We soon rounded the point of the island, and came

IN SIGHT OF THE LIGHTHOUSE.

off which the vessel hove-to, waiting for a pilot to come on board. It seemed rather useless to take on a pilot at all, the most of us thought, but "law is law" so the "guides" must be patronized. It is rather amusing to watch a West Indian pilot board a vessel, touch his cap to the captain, ask "want to go to the coal wharf, Cap'n?" and, scarcely waiting for an answer, walk up on the bridge and assume command. And they are in command from the time they receive their instructions until the anchor takes hold of the bottom. The one who guided us into the land-locked harbor was as black as ebony, but with a face on which there seemed to be a perpetual grin. He evidently knew his business, and was no way backward in saying to the captain: "If dat lubber don' know how to han'le de wheel, put on 'nother man what does, right 'way. Dis is no time ter be foolin'." And the captain *did* put another man at the wheel in quick time.

When about to enter the harbor, the vessel was hailed by an intelligent looking mulatto, dressed in a spotless white linen suit and with a white naval cap on his head. The genteel looking chap was standing in the stern of a trim-looking eight-oared barge, on which were displayed the Danish ensign, and the flag of the captain of the port. The oarsmen looked as neat as pins in their white shirts and trousers, the shirts having blue collars and cuffs. They wore blue "jack tar" hats. To his first hail the captain returned rather a surly reply, but became more civil when the official ordered him to heave-to till he came aboard. The companion ladder was out and as he nimbly stepped on the deck he smiled pleasantly as he told the captain "business is business, and we allow no vessels to enter here until satisfied that there is no danger of their carrying in any sickness." When satisfied that we came from no infected port, he took his departure and we went on our way rejoicing. All hands admired the way in which the oarsmen handled their ash sticks: their stroke was equal to that of the crack crew of the man-o'-war. We soon came to anchor opposite the city, if such it can be called, and were immediately besieged by a flotilla of "bum boats," the ebony-colored occupants of which were selling everything imaginable in the way of

TOOTHISOME TROPICAL FRUITS.

as well as cigarros, cheroots and—yes—even whiskey, or rather, Jamaica rum. The latter neither Jean nor myself have any use for, in any shape, but we began at once the task of sampling the various fruits, etc. And who would not eat oranges at six cents a dozen; bananas at five cents ditto? Pineapples, such as would cost in New York fifteen to twenty-five cents, could be purchased here at five cents each.

To find out what fruit really is like, Mr. Editor, you should sample the specimens found in the American markets (I lived in New York nearly two years and know whereof I speak) and then take a trip to one of these West Indian Islands and sink your molars into the oranges, plantains, bananas, pineapples, etc., they have here, and—yum! yum!—you will think you never saw or tasted fruit before. The *cigarro*, or tobacco cigarette, which ever you choose to call it, takes precedence over the *cheroot* (or cigar) in this part of the world. It is about seven inches in length, and a little thicker than an ordinary lead pencil. Put up in bunches of twenty-five each, they sell for twenty-five cents per hundred. The tobacco used is of excellent quality and they really make good smoking. Of the cheroots I cannot speak so highly, as those we have tried we have found altogether too rank for our taste. Cheroots can be had at from seventy cents to eighteen dollars per hundred.

Before leaving the "Murray Castle," and while chatting with our naturalist friend, we were startled by a shrill scream, which we at once recognized as coming from the lungs of the love-smitten maiden lady before mentioned. Making a dash for where she was standing near the rail, we tried to ascertain the cause of the scream. She was too frustrated, however, to do more than moan and wring her hands, praying for us to save her. She finally became quiet enough to say that

"WE WERE ALL GOING TO BE DEVoured."

she knew we were; she had seen a great monster alongside of the ship, with a mouth—oh! such a mouth. "If 'twas as big as yours," said Jean, in an aside, "it would first shake down the buildings with its roar, and then swallow the island."

After looking over the side for a time, to keep her quiet, we saw—what do you suppose?—why, a shark, only an innocent (?), harm-

less (?), little (!) shark, *not more* than seven feet long. The guileless creature came to the surface, rolled over on its side, and, when it opened its jaws and we had a good sight of its ferocious looking teeth, as it grasped a piece of pork which one of the boys threw overboard—well, we laughed at the lady's frightened countenance, but I tell you on the strict quiet, that I felt cold chills creeping up and down my spinal column for hours afterward. As for Jean, I've seen the boy hang fast to the horns of a wounded buck, which had made a charge at him, while he told me to "keep cool and send a bullet where it will talk," and he never trembled, but the look at those ugly, devilish-looking teeth took the grit all out of him, and he turned away as white as a sheet.

The harbor here is completely lined, they tell us, with these "monsters of the deep," and it is surprising that so few lives are lost. Any time between sunrise and sunset you will see from one to a dozen small boats near some vessel which is anchored. The boats are occupied for the most part by urchins from eight to fourteen years of age; the only article of clothing they wear is a breech cloth. The majority of them carry knives with blade 8 to 10 inches long. Toss a coin overboard, and over the side of the boat, head first, hands joined together and extended above the head, will go one of these urchins. To a person unacquainted with the sports of this part of the world, the act appears suicidal, but watch; and just as you have made up your mind that the diver has fallen in the power of those *pitiless looking teeth* you will see a woolly pate come out of the water, and the owner of the pate climbs quickly into his boat. Standing up, he takes the coin from his mouth, tossed to his companion, stretches his mouth from ear to ear in a grin, and is ready to risk his life in another dive for coin.

Very little of the produce one sees for sale here is raised on St. Thomas. The soil is comparatively barren, taken as a whole, and the inhabitants have to depend to a certain extent on neighboring islands for the necessities are mostly brought from England and France, the imports from the United States being light as compared with the other two countries. The Island does not receive anywhere near the attention it deserves at the hands of historians or geographers, who usually refer to it as "quite a coaling station; having a mixed population which varies at different seasons." When I say that within forty-eight hours from the time the "Murray Castle" dropped anchor, five others steamers entered the harbor for coal, it will be seen that it is "quite a coaling station." The island is a dependency of Denmark, and in the old-fashioned de-lapidated looking fort are stationed three officers and about twenty men, whose duty it is to see that the laws and rules of that country are enforced. The force is changed every two or three years, though some of the men have twelve years, preferring the tropics to their Northern homes.

St. Thomas, W. I., March 12, 1888.

BRONCHO vs. BICYCLE.

(A STORY TOLD BY A NEW MEXICO COWBOY.)

By Capt. Jack Crawford, the "Post-Scout."

The first we saw o' the high-toned tramp War' over thar at our Pecos camp: He war' comin' down the Santa Fe trail Astride of a wheel, with a crooked tail, A skinnin' along, with a merry song, An' ringin' a little warnin' gong. He looked so outlandish, strange an' queer That all of us grinned from ear to ear, An' every boy on the round-up swore He had never seed sich a hoss afore.

Wal', up he rode, with a sunshine smile, A smokin' a cigarette, an' I'll Be kicked in the neck if I ever seen 'Sich a saddle as that on his queer machine Why, it made us laugh, fur it wasn't half Big enough fur the back of a suckin' calf. He tuk our fun in a keerness way, A venturin' only once to say Thar' wasn't a broncho about the place Could down that wheel in a ten-mile race.

I'd a lightnin' broncho out in the herd That could split the air like a flyin' bird, An' I hinted 'round in an off-hand way That, pervidin' the enterprise 'd pay, I thought as I might jest happen to light On a hoss that 'd leve 'im out o' sight. In less 'n a second we seed him yank A roll o' greenbacks out o' his flank, An' he said, if we wanted a bet, to name The limit, an' he would tackle the game.

Just a week afore we had all been down
On a jamboree to the nearest town,
An' the whisky joints, an' the faro games,
An' shakin' our hoofs w' the dance-house dames,
Made a wholesale bust; an', pard, I'll be cussed
If a man in the outfit had any dust;
An' so I explained, but the youth replied
That he'd lay the money-matter aside.
An' to show that his back didn't grow no moss,
He'd bet his machine agin my hoss.

I tuk him up, an' the bet war' closed,
An' me a chucklin', fur I supposed
I war' playin' in dead sure winnin' luck,
In the softest snap I had ever struck,
An' the boys chipped in, with a knowin' grin,
Fur they thought the fool had no chance to win.
An' so we agreed fur to run that day
To the Navajo Crossin', ten miles away.
As han'some a track as you ever seed
Fur testin' a hoss's purtiest speed.

Apache Johnson an' Texas Ned
Saddled up their horses an' rode ahead
To station themselves ten miles away,
To act as judges, an' see fair play.
While Mexican Bart an' Big Jim Hart
Stayed back fur to give us an even start.
I got aboard o' my broncho bird,
An' we came to the scratch an' got the word,
An' I laughed till my mouth spread from ear to ear
To see that tenderfoot drop to the rear.

The first three miles slipped away first-rate,
Then broncho began fur to lose his gait,
But I wa'n't oneasy, an' didn't mind,
With tenderfoot more'n a mile behind.
So I jogged along, with a cowboy song,
Till all of a sudden I heard that gong
A ringin' a warnin' in my ear.
Ting! Ting! Ting! too infernal near,
An' lookin' back ards I seed the chump
Of a tenderfoot gainin' every jump.

I hit ol' broncho a cut w' the quirt,
An' once more got 'im to scratchin' dirt;
But his wind seemed weak, an' I tell you, boss,
I seed that he wasn't no ten-mile hoss.
Still the plucky brute tuk another shoot,
An' pulled away from the wheel galoot;
But the animal couldn't hold his gait,
An' somehow the idee entered my pate,
That if tenderfoot's legs didn't lose their grip,
He'd own that hoss at the end o' the trip.

Closer and closer come tenderfoot,
An' harder the whip to the hoss I put;
But the Eastern cuss, with a smile on his face,
Ran up to my side with his easy pace;
Rode up to my side, an' durn his hide,
Remarked 'twas a pleasant day fur a ride,
Then axed, unconcerned, if I had a match,
An' on his breeches give it a scratch,
Lit a cigarette, said he wished me good day,
An' as fresh as a daisy scooted away.

Ahead he went, that infernal gong
A ringin' "good-bye," as he flew along;
An' the smoke from his cigarette come back,
Like a vapory snicker along the track.
On an' on he sped, gittin' further ahead,
His feet keepin' up that onceasable tread,
Till he faded away in the distance, an' when
I seed the condemned Eastern rooster again,
He war' thar' with the boys at the end o' the race,
That same keerkless, unconcerned smile on his face.

Now, pard, w'en a cowboy gits beat he don't sw'ar,
Nor kick, if the beatin' are done on the squar';
So I tuk that Easterner right by the hand,
An' tol' him, that broncho awaited his brand.
Then I axed 'im his name, an' whar from he came,
An' how long he'd practiced the wheel-rollin' game.
Tom Stevens he said war' his name, an' he come
From a town they call Bosting, in ol' Yankedom;
Then he jest paralyzed us by sayin' he'd whirled
That very identical wheel 'round the world.

Wal', pard, thar's the story o' how that smart chap
Done me up, w'en I thought I had sich a soft snap:
Done me up on a race with remarkable ease,
An' lowered my pride a good many degrees.
Did I give 'im the hoss? W'y, of course I did, boss,
An' I'll tell you it wan't no diminutive loss.
He writ me a letter from back in the East,
An' said he'd presented the neat little beast
To a feller named Pope, who stan's at the head
O' the ranch whar' the cussed wheel horses ar' bred.
Boston, March, 1888.

A CHALLENGE EROM KLUGE TO CRIST.

W. E. Crist, Esq., Washington, D. C.:

Dear Sir—I hereby challenge you to a series of three races, the winner of two to take the prize, which shall be a trophy subscribed for by each of us. Any distance from one to twenty miles—one, five and ten being suggested. Track and date to be settled between us, as soon as you will favor me with a meeting, or by mail if challenge is accepted. Trusting that you will not refuse a race at earliest date possible.

I am yours fraternally, CHAS. E. KLUGE.

BRAKES ON SAFETIES.

Editor *Bicycling World*: In reply to No. 3001, would refer him to an article in *U. T. C. Gazette* for February, '88,—same being a classified statement of a score or more of experienced riders on the various qualities, good and bad, of the various styles of "rear-driving safeties." With nearly all of these riders, spoon brakes on front wheel are considered insufficient and unsatisfactory. The editor summing up, recommends application of brake as follows: "First by a strap on the drum affixed to the *driving axle*; second by ditto allixed to *hub of driving wheel*; third by a spoon in front of hind wheel tyre pointing downward and located within three inches of ground." L. A. W. 5110.

BRAKES ON SAFETIES.

Editor *Bicycling World*:—In answer to "L. A. W. 3001," permit me to say that the brake is placed on the front wheel of rear-driving safeties because it is simpler and easier. All other reasons prove the rear wheel to be the proper place to apply the brake. If placed as low as the crank axle, it will not throw mud or dust, whereas the front wheel brake will drop mud on one's feet when coasting, or throw off a cloud of dust in dry weather. Applying a front brake at speed will cause the rider to take a header, if the application stop the wheel, and the speed be sufficient to revolve rider and wheel around the forward point of contact with the ground. In stopping, the momentum causes most of the weight to be carried by the front wheel, and therefore the front brake is often effective enough to be dangerous. With a rear brake there can be no such results, for if the stop be too sudden the rear wheel lifts and all strain is relieved. The sudden stopping caused by the front brake throws a tremendous strain on the front forks and the connecting frame, which is almost entirely avoided in the rear brake.

Further, let me say, if you want to be happy, avoid band brakes. They must of necessity be heavier than spoon brakes, because they have to exert a power many times greater. They are usually more complicated and harder to keep clean, and, last and largest, there is no peace of mind when you have one, for unless blissfully ignorant, you are ever wondering if that brake is not rubbing somewhere. Unless very carefully fitted, it will rub somewhere, and under the best of fitting, a bit of mud or gravel may get under it, and make the remainder of the road all up hill. Or the repairer may accidentally destroy its proper curve; or it may not be tempered alike throughout its length, and therefore lose its curve. Under any circumstances it will find some way to make its owner wish it out of existence. If any one doubts this let them examine band brakes on machines that are in use. Respectfully, CHAS. E. DURYEA, Washington, D. C.

THE KAUFFMAN TRICK CHAMPIONSHIP.

Editor *Bicycling World*:—In the weekly letter which, with your good permission, W. J. Morgan devotes to the advertisement of the American team, I have noticed with regret a most unjustifiable attack upon the honor of the English press. My regret only refers to the fact of the *BICYCLING WORLD* printing the words, as we have a sincere and strong feeling of friendship for the *WORLD* and its editors. Morgan's opinions are of value to those who choose to appraise them.

It is insinuated in the paragraph to which I take exception that such men as C. W. Nairn, F. Percy Low and your servant for *Wheeling*, Harry I. Swindley for the *Cyclist*, T. H. S. Walker for *Der Radfahrer*, and R. I. Meerey for the *Irish Cyclist*, were "got at" by means of a champagne supper to cheat the trick riders of the world, and to give the championship to Nick Kauffman without his winning it. Now sirs! and you, London W.! more particularly, you know us. Is it likely? No! I will not insult American gentlemen and journalists by assuming for an instant that you believe that the men who have stood by American good faith for many years, would do this mean and dirty thing. I will not go into detail. The story is strictly false. Morgan and his team have pretty nearly worn us out over here, and I presume Morgan knows it, or he would not have ventured to break off with the whole cycling press, bar *Bicycling News*, in this manner. In a spirit of international good feeling and sport, we constituted ourselves the ladder by which your "Senator" climbed to success in England. This is the kick for the downfall of said ladder, which is now of no further use.

Nick Kauffman has been declared champion by the united press, as the only man who would ride all comers on all classes of machines, and his challenge not being accepted by any of the so-called champions, no other decision could be made.

Yours truly, W. M. McCANDLISH,
Co-editor *Wheeling*.
London, March 12, 1888.

LEAGUE MEET COMMITTEES AND HOTEL ARRANGEMENTS.

For the benefit of those contemplating attending the L. A. W. meet to be held at Baltimore on June 18th, 19th and 20th, I would say that all arrangements are being pushed ahead as rapidly as possible by the various committees, and every indication points toward a most successful and attractive meeting. Already inquiries are being made by League members from all over the country, as to hotel accommodations, transportation, etc., and for the information of all interested, I give below the names and addresses of the chairmen of the different committees in charge, with a brief outline of the duties of each committee, and all communications addressed to any of these chairmen, seeking information concerning the meet, will receive prompt attention.

GENERAL COMMITTEE.

Chairman, A. E. Mealy, 1521 Eutaw place; Secretary, R. M. Lockwood, 1731 McCulloch street. This committee is made up of the chairmen of the different sub-committees, and have full control of the entire arrangements for the meet.

FINANCE COMMITTEE.

Chairmen, W. H. Beatty, No. 92 Dugan's wharf; Secretary, C. H. Eisenbrandt, 424 E. Baltimore street; Treasurer, Jno. S. Bridges, corner Baltimore and Light streets.

RECEPTION.

Chairman, Geo. S. Hagerty, care of Keen & Hagerty, Baltimore. All communication on securing advance hotel accommodations and storage of wheels must be addressed to this committee. All persons writing to have rooms at the hotels secured in advance, will please name their choice of hotels, and what price accommodations they desire. The committee will in such case use their best efforts to carry out the instructions to the letter, but in case the hotel named should be already full, they will use their judgment in securing the next best, in which case they will expect the support of the party whom they are trying to serve.

TRANSPORTATION (Local).

Chairman, Jos. Chism, 10 E. Lombard street. All information as to how to reach Baltimore during the meet will be furnished by this committee, or by the NATIONAL TRANSPORTATION COMMITTEE.

Chairman and Western representative, B. B. Ayres, 152 S. Hoyne avenue, Chicago, Ill.; Eastern representative, Geo. R. Bidwell, 323 West 58th street, New York.

ENTERTAINMENT.

Chairman, Albert Mott, 1513 Barclay street, Baltimore.

PARADE.

Chairman, E. P. Hayden, care of Drivers & Mechanics, National Bank, Baltimore.

RACES.

Chairman, Sam'l T. Clark, 2 and 4 Hinnover street, Baltimore. Will furnish any information in the way of racing events.

TOURS AND RUNS.

Chairman, F. W. Pope, 7 South street, Baltimore.

PROGRAMME (Official).

Chairman, Milton S. Wood, care of A. Hoen & Co., Baltimore.

PRESS.

Chairman, C. R. Eisenbrandt, 424 E. Baltimore street. For any information not embraced in the above committees, address the Chairman of the General Committee.

HOTEL ARRANGEMENTS.

The Carrollton Hotel (American) can accommodate 400 guests; terms, \$2.50 to \$4.00 per day; to L. A. W. members during the meet, \$2.00 to \$3.00 per day, according to location of rooms.

The "Hotel Reimert" (European) can accommodate 100 guests; terms, single rooms, \$1.50 to \$3.00; double rooms, \$2.50 to \$4.00 per day; a reduction of 50 cents per day will be allowed L. A. W. members. Suites of apartments, containing parlor, bed, bath and toilet rooms, from \$6.00 to \$10.00 per day; a reduction of \$1.00 per day to L. A. W. members.

The Eutaw House (American), accommodations for 250 guests. Terms, \$2.50 to \$3.50 per day; to L. A. W. members during the meet, \$2.00 to \$3.00 per day, according to location of rooms.

Guy's Hotel (European), accommodation for 200 guests. Terms, single rooms, \$1.50 per day; double rooms, \$2.50 per day; with a probable reduction to L. A. W. members.

Other hotel arrangements will be complete in a few days. A. E. MEALY.

We wonder what kind of racing tracks they must have in Australia, if they have any at all, and do they utilize any convenient ploughed field for the purpose of racing. This query has been brought about by reading the following, which we take from *Sporting Life*: "The 25-mile bicycle race, for 50l., between J. Libeau, of New Zealand, and S. Clark, champion cyclist of Scotland, was contested on the Carrington Ground on February 4. Clark led off, but after a couple of laps had been recorded, Libeau overtook him, and then both men seemed to settle down to their work. During the first lap of the fifteenth mile Clark fell twice, and Libeau added nearly two laps to his credit. These he maintained until he was in the last mile, when in rounding the curve at the western end of the course his bicycle struck a stone and he came to grief, but remounting, won by about half a lap in 1 hour 49 min."



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"THE SWIFT."

(Coventry Machinists' Co., 239 Columbus Ave., Boston, Mass.)



The 1888 pattern Swift has many improvements and advantages over the 1887 pattern. The top rail of the frame has been neatly curved in the neighborhood of the saddle, which allows the seat to be placed farther back so that the rider obtains more power over his pedals and consequently rides easier. The seat pillar is secured to the frame by means of a split socket, which does away with the pin at the side, which some riders found a little too prominent. An improved method of securing the mud guards to the frame, both back and front, is now used, which successfully overcomes the disagreeable rattle peculiar to mud guards generally. The adjustment to take up the slack of his chain is so simply constructed that it can be done without soiling the hands, and each machine is fitted with an adjustable but firm chain-guard.

The adjustable and detachable cranks are now made seven inches long instead of six inches, giving a longer throw if required. The centre-steering is now used instead of the socket, which was more difficult to adjust and too sensitive. The Swift is fitted with a neatly curved, hollow handle bar, with barrel-shaped handles, affording a firmer and more natural grip. The adjustment is now altered, being fitted into a split socket, which makes it much simpler,

and the machine much lighter than last year. The improved spoon brake on the front wheel has been substituted for the lever brake on the back. This spoon is now made with the joint under the top of the fork. It is three and one-half inches long, the whole surface of which is made to grip the wheel, bringing the machine to a standstill instantly.

The machine is fitted with a specially devised spring lamp bracket, which, together with the usual spring on a lamp, successfully overcomes this difficulty. The new Swift has hollow forks both back and front, which makes the machine much stronger and lighter.

All parts of this machine are put to a severe test and examined before they are "assembled." After the machine is "assembled" it is stripped for the painter, and when finished it has to undergo another examination before it is shipped. This insures a strong and reliable machine, which is proved by the universal praise that we hear from the riders of Coventry Machinists' Co. machines.

The New Mail is having a very large call, and William Read & Sons report all they can do to fill orders.

GEO. HENDEE was in Chicago Thursday, visiting Mr. Stokes, the Springfield Roadster agent. He speaks very encouragingly of the prospects of this machine, but it has made little headway here, never having been thoroughly tested by our riders.



ABBOT BASSETT, Secretary-Editor.

FAST DAY is with us this week, and the riding season is once more open to us. This New England holiday is always looked upon as the gateway through which we approach the season, and that day always sees the riders out if the weather is auspicious. We are talking about New England and we do not forget that there are some favored communities where Nature always presents an inviting front to wheelmen, and where the season has neither end nor beginning.

MASSACHUSETTS comes proudly forward with a donation of \$300 to the League. She is distributing a road book that is costing her a very large sum of money but she is loyal to the League, and extends a helping hand in time of need. Generosity that calls for a sacrifice is doubly blessed.

NEW JERSEY wheelmen are talking of sending a lady representative to the Board of Officers. Since the ladies have no particular point to urge, nor advantage to gain by such a representation we do not see the necessity for it. As a matter of sentiment it may strike some as a desirable move, but it will force undue publicity upon the lady, which is oftentimes embarrassing, and no good purpose will be served withal.

WE have done much in our day to persuade ladies to ride the wheel. We shall do all in our power henceforth to bring to their notice the benefits and pleasures of cycling, but we do not feel that, because a lady rides, she should take an active interest

We have before alluded to Mr. Underwood's Road Book of Boston, and we again call the attention of the cycling public of the country, and especially that of Boston, to the fact that this Road Book is now on the market, as will be seen by referring to our advertising pages. It is one of the most complete and comprehensive that has ever been issued, and we bespeak for Mr. Underwood's venture a large sale. It can be had by writing to Mr. Underwood, himself, or sending to this office.

It is worth a trip to William Read & Sons, 107 Washington street, to see their splendid display of New Mails this week in their large window. In the background is a handsome display of parts, all steel forging. This firm are expecting a large invoice of Ivels this week. They should be seen by those who anticipate buying safeties.

The Springfield Bicycle Co. have gotten out a very attractive colored hanger. Mr. Worden of this Company has just returned from a very successful four weeks' trip through New England. He reports business booming.

A VERY neat little arrangement, called a toe-clip, has been introduced in England. It is a simple piece of steel, curved to fit the end of the toe, and it can be attached and taken off any pedal. Those who have taken "the tip" say that it is immense. The patent is controlled by the New Rapid "people."

in club affairs, and engage in the legislative work of the League.

A CORRESPONDENT in Clarksville, Tenn., writes to protest against that provision in the reorganization scheme, which obliges a State to have one hundred members before it can organize a division. He is not altogether satisfied with the new idea of grouping the smaller States into Territorial divisions, and maintains that a State with fifty members can do more and better work by itself than as a part of a Territorial division. Our correspondent urges that the Chief Consul of a Territorial division would have a very large territory to rule over and could work to no advantage. Meetings would be attended only by members in his own State, and all legislation would have a local coloring. Speaking for Tennessee, he claims that she has many plans for the coming season, and hopes to be able to make a good showing in League work, but if she must have a hundred members to become a division she will be buried in a Territorial division and lose all incentive to active endeavor.

WE have had several letters of similar tenor to the above. There is undoubtedly a feeling among the smaller divisions that the League is taking too long a stride in the change of the number requisite to the formation of a division from twenty-five to one hundred. One writer urges that "the change is a good thing for the big divisions, it is death to the smaller ones. They, the big fellows, can stand alone well enough now, but they are going to have more power, while we little fellows that struggle hard to get fifty or sixty members have got to take upon our shoulders the little fellows of five or ten and carry them along. New York has a big income; she is going to keep it and have more. Our State has a little income; she has got to divide it

with the little fellows." All these arguments have weight. Let them be brought up at Baltimore and be duly considered.

NICKEL PLATING for cycles does not altogether meet the demand for a covering at once grateful to the eye and protective to the metal. Wheelmen will be interested in the development of a platinum-plating process, which promises to cover all the failings too often vexatiously proved in nickel-plating. Platinum is the most imperishable of all ordinary metals, and utilized as plating it defies rust, never tarnishes, and never becomes discolored. An English company has lately been formed for the purpose of working the process, and thus far the most flattering results have been obtained.

CYCLE manufacturers are becoming very much interested in the new process of welding by electricity, which has been invented by Prof. Elihu Thomson, and representatives of the Pope Mfg. Co., the H. B. Smith Mfg. Co., and other manufacturers have been down to Lynn to see the practical working of the invention. The invention is one of the most important that has been made in the mechanic arts for many years. By this process metals may be welded almost instantaneously and a juncture is formed as strong or stronger than any point in the units. Moreover, any two metals, no matter how dissimilar, may be as firmly united as two pieces of common wrought iron. The machine used for the purpose consists of a huge induction coil, through which are passed alternating currents of high potential force, and they are transformed into alternating currents of low potential force. In the low potential circuit is obtained a current of one volt, or a fraction over, equal to 10,000 to 30,000 amperes. To each end of the transformer is attached a horizontal conductor of solid copper several inches in diameter, and about a foot in length. At the end of each conductor simple clamps, working with thumbscrews, are attached. Into

each of these clamps one of the pieces of metal is screwed, with the ends of the latter almost, but not quite, in contact. The current is turned on and easily regulated by a rheostat handle, working with a crank and screw. The operation of fusing the two pieces of metal, or different metals, together is the work of but a few seconds. A very strong current is required, but only for a limited time, and a very great amount of power is not necessarily needed to produce the desired result. The actual volume of the current, while it lasts, however, must be considerable. The temperature reached is an important feature, but cannot be determined by any definite rules. Experience, governed by a careful study of the incandescence of the metals, is the principal factor to success. By the color of the welding point, just as an ordinary blacksmith judges of the proper temperature of his two pieces of metal, must the important moment when the pieces to be welded reach just the right heat be determined. The temperature rises so quickly that it is concentrated directly upon the weld, and is not diffused over the bulk of the metal. It is applied first to the centre of the bar, working thence outward, and the process is, therefore, directly the reverse of the ordinary method. Cast-iron, which could never before be welded, and also copper and lead pipe are united strongly by this process. The company welds its electric wires, and no joint is visible. Visitors to the factory are shown many curious and interesting products. A highly polished rod is shown made up of all alternate sections of brass, copper, german silver and iron. Several cast-steel chisels, gouges, etc., which had been broken, were so skillfully welded that no one could tell, after the "dressing up" process, they were not new tools. It is safe to say that no class of workers in metal will be more interested in this invention than are the cycle makers. They require welding of the very best attainable kind, not only as regards strength, but in the matter of looks. It would seem that they have much to look forward to in the development of Professor Thomson's ideas.

MASSACHUSETTS CONSULS.

All Consuls of this Division are reappointed until Sept. 1, 1888.
H. W. HAYES, Chief Consul.

RESIGNATION.

H. W. Hayes, Chief Consul Mass. Div. L. A. W.:
Dear Sir—Having taken up a residence in this city, I herewith tender my resignation as a representative to the League of American Wheelmen for Massachusetts. In so doing permit me to express my appreciation of the confidence shown in me by my constituents during the past few years. I shall be glad to see my friends in my new quarters in the office of "The Press," 28 North William street, New York city.
Very fraternally yours,
W. L. HARRIS.
New York, March 30, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.
Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.
List 133—Total 79—8852.

BOSTON, April 6, 1888.

CALIFORNIA DIVISION—1—311.

Unattached.

18036 Tromboni, Marco, 608 Brannan st., San Francisco.

CONNECTICUT DIVISION—1—386.

Unattached.

18037 Manville, Edwin A., Ansonia.

ILLINOIS DIVISION—3—487.

Capital Cycling Club.

18038 Mallette, W. B., 1130 South 7th st., Springfield.

18039 Smith, H. L., 1027 South 7th st., Springfield.

Unattached.

18040 Smith, Henry J., care Watch Co., Peoria.

INDIANA DIVISION—1—161.

Unattached.

18041 Jaeger, Fred. W., Box 255, Muncie.

IOWA DIVISION—2—107.

Unattached.

18042 Dougherty, C. B., Washington.

18043 Dougherty, R. E., "

MARYLAND DIVISION—1—274.

Unattached.

18044 Bowerman, J. C., Waverly.

MASSACHUSETTS DIVISION—15—1000.

New Bedford Cycle Club.

18045 Cumiskey, John A., So. Dartmouth.

18046 Taylor, Win. H., 66 So. 6th st., New Bedford.

Springfield Bicycle Club.

18047 Syrett, Benj., care Smith & Wesson, Springfield.

Taunton B. Club.

18048 Anthony, E. C., 92 school st., Taunton.

Worcester B. Club.

18049 Stebbins, W. K., Heywood B. & S. Co., Worcester.

Unattached.

18050 Baldwin, Thos. H., 220 Pendleton ave., Springfield.

18051 Buckler, A. E., 216 Tyler st., "

18052 Crossman, Chas. P., 59 Stebbins st., "

18053 Prouty, Geo. C., 16 Newton st., "

18054 Smith, E. B., 15 Worthington st., "

18055 Pawlowsky, Oscar E., 210 Pendleton ave., Springfield.

18056 Bird, Henry W., 432 Washington st., Boston.

18057 Graves F. C., Box 5283, "

18058 Bishop, Frank E., 400 Essex st., Lynn.

18059 Morse, John P., Westboro.

MICHIGAN DIVISION—7—197.

Muskegon Valley B. Club.

18059 Hayward, M. D., White Cloud.

18060 Jacoby, F. J., Newaygo.

18061 Noble, Miner L., Sparta.

18062 Riblet, Fred. W., Newaygo.

18063 Trask, H. A., White Cloud.

18064 Van Leunen, Frank, Newaygo.

Star B. Club.

18065 Grylls, Miles W., Detroit.

MISSISSIPPI—9—10.

Greenville Wheelmen.

18066 Galdman, J. C., Greenville.

18067 Galdman, F. A., "

18068 Graham, H. C., "

18069 Herrin, J. B., "

18070 Langor, L. N., "
18071 Sanders, Henry, "
18072 Shanks, Tom, "
18073 Washington, R. H., "
18074 Yerger, W. Jr., "

MISSOURI DIVISION—2—275.

Marion County Wheelmen.

18075 Woodruff, H. C., Hannibal.

Unattached.

18076 Carter, E. C., "

NEBRASKA DIVISION—1—78.

Omaha Wheel Club.

18077 Adair, Wm. R., Omaha Nat. Bank, Omaha.

18078 Livesey, J. L., "

18079 Paterson, Geo., Neb. Fuel Co., Fremont.

18080 Colson, Paul A., "

NEW JERSEY DIVISION—1—507.

Unattached.

18081 Luck, Arthur C., Brick Church.

NEW YORK DIVISION—21—1099.

Manhattan B. Club.

18082 Lahr, Chas. A., 69 Attorney st., New York.

18083 Vandenhove, D., 131 E. 55th st., "

Universal Cycling Club.

18084 Boniface, Roy, 302 State st., Brooklyn.

18085 Crowne, Thomas P. Jr., 250 High st., "

18086 Finn, Oscar J., 78 Tillary st., "

18087 Finn, Philip C., 78 Tillary st., "

18088 Finn, Wm. J., 78 Tillary st., "

18089 Fletcher, John, 500 Marcy ave., "

18090 Ford, Jas. H., 252 W. 34th st., New York.

18091 Goodstein, Mark, 279 Bridge st., Brooklyn.

18092 Harris, Maune, 211 Adams st., "

18093 Hennessy, Daniel J., 207 Nassau st., "

18094 Huselton, Gus O., 67 Sands st., "

18095 Huselton, Wm., 67 Sands st., "

18096 Isaacson, Adolph, 233 Adams st., "

18097 Masters, Walter G., 794 Norwood ave., "

18098 Rogers, Hiram D. Jr., 75 Maiden lane, N. York.

18099 Stanton, Walter A., 1031 Lafayette ave., Brooklyn.

Unattached.

18084 Allen, E. E., 44 5th ave., New York.

18085 Demphy, John B., 154 E. Tupper st., Buffalo.

18086 Mitchell, John C., 29 Cherry st., "

OHIO DIVISION—2—690.

Unattached.

18087 Wetmore, Geo. S., Windsor Hotel, Akron.

18088 Zulch, Gustave, M. D., New Knoxville.

PENNSYLVANIA DIVISION—3—1172.

Century Wheelmen.

18113 Rosenan, Philip, 715 Filbert st., Philadelphia.

Unattached.

18089 Henning, Frank H., Homestead.

18090 Flanagan, R. M., Monongahela City.

TENNESSEE DIVISION—1—50.

Unattached.

18091 Coykendall, Jas. B., Knoxville.

VIRGINIA DIVISION—1—77.

Shenandoah Valley Wheelmen.

18092 Stone, Edgar E., Winchester.

WISCONSIN DIVISION—4—71.

Racine B. Club.

18093 Collins, C. H., Racine.

18094 Erickson, A. F., "

18095 Freeman, John, "

Unattached.

18096 Bloodgood, F. Jr., 102 Wisconsin st., Milwaukee.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888—

Los Angeles Wheelmen, Los Angeles, Cal.
Quaker City Wheelmen, Salem, Ohio.
Old Dominion Wheelmen, Richmond, Va.
Racine Bicycle Club, Racine, Wis.

NEW CLUB.

Greenville Wheelmen, Greenville, Miss.

All memberships in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

LEAGUE CLUBS.

The following suggestions regarding League clubs are respectfully offered:—

By-laws, Art. V, Sect. 9.—Any cycle club in the United States that shall have in its by-laws a provision requiring every active member to join the League of American Wheelmen, shall become a League club, and entitled to all the privileges accorded League clubs under these by-laws. The number of votes that any League club shall be entitled to cast through its delegates at the annual meeting, or at any constitutional convention, shall be one vote for every member of said club, in good standing, upon the rolls of the League.

The following is a common form of by-law: This club shall be a League club, under the rules of the League of American Wheelmen, and each member shall become also a member of the League. The initiation fees and dues of the L. A. W. shall be paid out of the club treasury, and each member of the club shall pay his share of these dues to the treasurer. New members, not already connected with the League, shall be proposed for membership by the secretary.

After qualifying as a League club, the secretary must file at this office a certificate giving the name of the club, date of organization, date of qualifying, name, and address of secretary, list of officers, and give address to which the club copy of BULLETIN shall be sent.

The secretary will enter the club upon his books, giving it a number, and will publish application in the BULLETIN.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ...

P. O. Address, ...

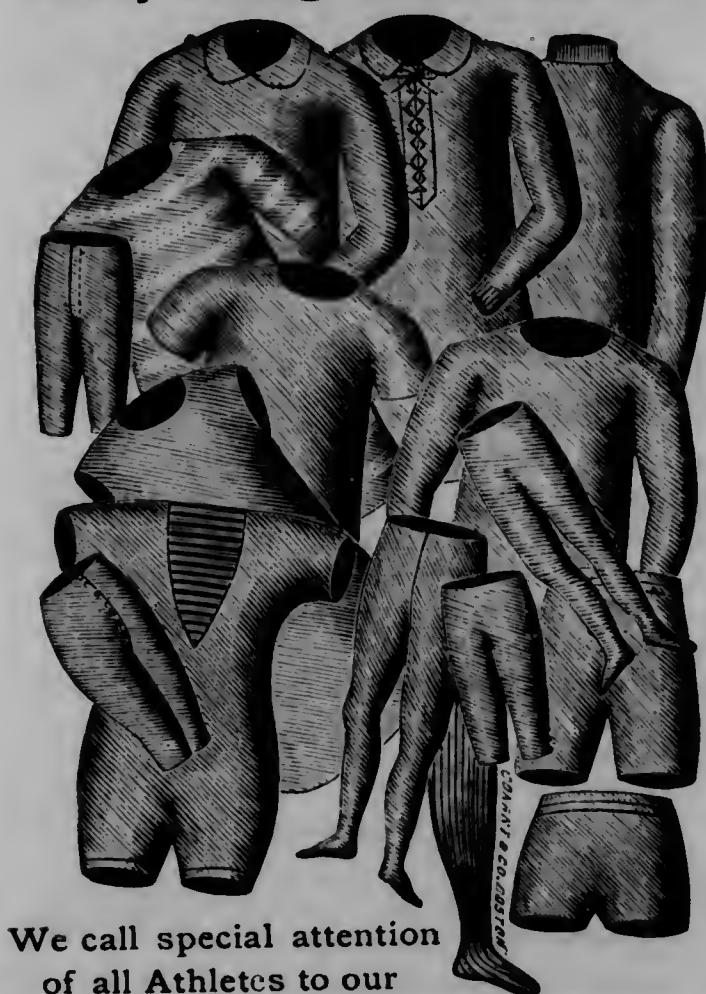
City and State, ...

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.) MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in the gold, stamped on the holder, send 50 cents extra.

Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our

Jersey-Fitting Garments

Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List. Manufactured by

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17 Kingston St., Boston, Mass.
Please mention this paper.



TOULMIN'S BUFFALO BICYCLE SHOE.

Is made of the finest genuine Kangaroo or Dongola in any size or width.

Greatly improved over 1887 Shoe; is the lightest, strongest and easiest shoe made.

Send for Circular.

Liberal Discount to Clubs and Bi. Agents.

Also Manfr. of the celebrated

Buffalo Base Ball Shoes.

W. B. TOULMIN,

77 Seneca Street, Buffalo, N. Y.



THE Standard Gloves. Made from CALIFORNIA BUCK SKIN, with Open Backs—(or Knit, if preferred). Reinforced and padded where the greatest wear comes; open fingers which gives full use of hands; fastened across the back of wrist with a patent fastener. These gloves will never get hard no matter how wet they get. They will always remain soft and pliable. A great help to avoid cutting the hands in case of a fall. Cyclists who have once used these gloves will never go without them.

Price, by Mail, Best Quality, \$1.25 per pair. W. C. BOAK, Le Roy, N. Y.

Discount to the trade.

BEFORE BUYING, SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.



ANKLE ACTION

(See L. A. W. Bulletin Feb. 24th) is learned the easiest and best on the EUREKA HOME TRAINER AND BICYCLE STAND. Price \$7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

Correspondence solicited.

M. A. WOODBURY,

43 and 45 Mechanic St., Bradford, Pa.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmer and C. W. Nairn. \$2.50 per year, including postage.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. By Henry Sturmer. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your 'ROVER' is a very perfect machine." THE "ROVER" has set the fashion to the world.—The Cyclist. THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News. THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal. THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News. THE "ROVER" On this machine some startling speed rates may be look for.—Bazaar. THE "ROVER" Worthy of the high reputation enjoyed by this firm.—Illustrated Sports. THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist. THE "ROVER" has been attended by an enormous amount of success.—Athletic News. THE "ROVER" For night riding its equal would be hard to find.—Bicycling News. THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News. THE "ROVER" We have the highest opinion of this machine.—Irish Cyclist. THE "ROVER" shows to what perfection cycling has arrived.—Court Journal. THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention. THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine. THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette. THE "ROVER" is the best and safest of all the Safeties.—Bicycling News. THE "ROVER" is the best hill climber on the road.—The Presbyterian. THE "ROVER" is built on the soundest of principles.—Weekly Budget. THE "ROVER" is speedy, comfortable and safe.—Colonies and India. THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete. THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal. THE "ROVER" on which record was so badly beaten.—The Cyclist. THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette. THE "ROVER" attracts a great amount of attention.—Bell's Life. THE "ROVER" was, of course, well to the fore.—Land & Water. THE "ROVER" is a very excellent machine.—Colonies and India. THE "ROVER" runs with remarkable steadiness.—The Bazaar. THE "ROVER" We always use a "Rover."—Tricycling Journal. THE "ROVER" The 100 mile race was marvellous.—Citizen. THE "ROVER" is the fastest and safest machine.—Knowledge. THE "ROVER" This machine is par excellence.—Knowledge. THE "ROVER" presents many features of interest.—Health. THE "ROVER" is a splendid hill climber.—Bicycling News. THE "ROVER" is a sterling machine.—English Mechanic. THE "ROVER" is exceedingly well received.—Ironmonger. THE "ROVER" proved to be as fast as predicted.—Field. THE "ROVER" is learned in ten minutes.—Irish Cyclist. THE "ROVER" now so well known.—Bicycling News. THE "ROVER" does not slip sideways.—The Cyclist. THE "ROVER" is a perfect beauty.—Cycling Times. THE "ROVER" The success of the year.—Bazaar. THE "ROVER" A most luxurious vehicle.—Youth. THE "ROVER" is a perfect demon.—Wheeling.

STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY?

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27 Kingston Street, BOSTON, MASS.,

Would call the special attention of the Trade to their excellent line of ATHLETIC GOODS, in the Latest Styles of the season, and for beauty of design, elasticity and durability cannot be excelled. We weave all of the cloths and manufacture from the best Worsted and Woolen Stock, which gives us many advantages in getting up beautiful effects, in Polo, Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Fencing Suits, Leotards and Dress Suits, in mixtures, solid colors, and the more delicate shades. Also, L. A. W. Suits, very stylish. All of these goods are gotten up in Light, Medium and Heavy Weights, as ordered.

Our Knee Pants and Full Body Tights are the admiration of all who wear them, the introduction of our New Suspensory Pocket and reinforcement giving ease and comfort to the wearer, and are great promoters of health, and highly recommended by Eminent Physicians and Professors of Physical Culture.

Our Bicycle Hosiery is made of fine Worsted Stock, Glove-fitting, and to match the shades of our garments. Those we are now introducing of Linen Fashioned Soles and Toes, are a great comfort in warm weather, and very durable.

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Send for our Circular.

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The "BEST" Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient,

Loudest and "Best" call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

PRICE, 25c. EACH. Discount to Dealers. WHITTEN & CO., Providence, R. I.

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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100 Sudbury St., Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

Expert Testimony.

The Expert is put out for its seventh year with its world-wide reputation for staunchness, durability, ease of running, and beauty of lines and finish, holding easily the first among all medium weight machines, and with the noteworthy distinction of being the only bicycle which has ever passed this stage of its existence with constantly increasing favor and sales.

There is probably no machine manufactured that can call out so much favorable testimony.

It has been ridden across the continent three times—by Capt. Hugh J. High, Geo. B. Thayer and F. E. Van Merebeck. It was the machine ridden by Thomas Stevens around the world. When this intrepid wheelman arrived at Erzeroum, Asia Minor, the Boston Herald reported that he said: "I haven't had occasion so far to as much as tighten the spokes in the Expert. Everything about it is in perfect order." On the completion of his journey he wrote: "Notwithstanding all that it had gone through, the Expert that carried me round the world is in very good condition. I used none of the extra parts forwarded to Constantinople, but a few rubber tires, and spokes, broken out by the Afghans."

Respectfully submitted,

Prof. Williams, of Brown University, after his return from a bicycle tour of England and France on the Expert Columbia, said: "Having examined carefully the wheels of England and France, I do not think that a better roadster is made in the world than the Expert Columbia."

The report of the Ohio tour in the Fort Wayne Journal says "That the Expert Columbia, as usual, went through the trip famously; every one coming home in perfect condition. They were found to be the favorite wheels in every town visited."

A. J. Wilson (Faed), of England, after having ridden and carefully examined Thomas Stevens' Expert, said it was fully up to the quality of any that he had ever ridden.

It might be remarked here that the Expert, which is claimed to be a medium weight roadster, is as light as many of the "so-called" light roadsters.

A full illustrated description of this machine is found in the new Columbia Catalogue, which is sent free by mail upon application.

POPE MFG. CO.,
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RUDGE BICYCLETTE.

A large invoice of these famous machines, and also of the well-known

RUDGE LIGHT ROADSTER,

Just received.

Rudge Catalogue Free.



H. M. SABEN, Manager,
152 Congress Street, Boston.

Is there an agent for the RUDGE in your vicinity? If not apply as above.

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 13 APRIL, 1888.

Volume XVI.
Number 24.

KEEP UP WITH THE PROCESSION.

Your eyes will tell you that all over the land the old riders--those who have learned to know a bicycle when they see one, and who will not ride if they cannot have "the best thing"—are riding

VICTORS.

Ask any VICTOR rider how his machine runs; how it climbs hills; how it coasts; and see what he says. Victors are not thrown together—they are built.

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THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

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**New Rapid Roadster,
New Rapid Light Roadster,
New Rapid Safety,**

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,

Quadrant Tandem, No. 15. Two Ladies can ride.

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KING OF THE ROAD LAMPS,

and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

More About Incomes.

I stated last week that persons with moderate incomes, who could not afford the outlay required to purchase a Bicycle or Tricycle for cash, might take advantage of my "EASY TERMS" plan, and, by making small weekly or monthly payments, soon become the "full paid up" owner of a wheel. I might also suggest that a neat little sum might be saved by purchasing a **Good Second Hand Wheel**. I have a few Bicycles in stock that are exceptional bargains (sizes 50, 52, 54 and 56), and several TRICYCLES and TANDEM, all leading makes. Detailed description will be furnished by mail, and the wheels guaranteed as represented.

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BRAND NEW New Mail, '88 pattern; warranted perfect. \$15. **CYCLE SUPPLY CO.**, 3 Berkeley street, Boston.

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SPECIAL STAR—51-inch; balls, tangent spokes, hollow frame rims and levers; used but little; condition A No. 1; very cheap if sold soon. **C. H. TOWNSEND**, Willimantic, Ct.

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FOR SALE—Traveler's Tandem (Singer & Co.) in first-rate order. Price, including lantern and cyclometer, \$175. **E. H. Tarbell**, 111 Washington st., Boston.

FOR SALE CHEAP—Expert Columbia, 1884 pattern; 3 pair-handle bars, Butcher cyclometer, H. & T. alarm. For terms apply to **FRED. BINFORD**, Pawtucket, R. I.

58-INCH English bicycle for sale. Balls all round, including pedals. Cow-horn bars, spade handles, and all modern improvements. New last fall. Owner going abroad. \$70. takes it. **GEORGE D. HAZARD**, Room 83, Equitable Building, Boston.

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LOOK AT THIS. Two "Victors" for sale; one 50 and the other 54 inch; both in excellent condition. Lakin's cyclometers to go with each if desired. Address, Lock Box 367, Plainville, Conn.

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FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tires scarcely show a scratch; all just as good as new; good reason for selling. Price, \$85.00. Address **G. W. GAIL, Jr.**, care The Clark Cycle Co., Baltimore.

BIG BARGAINS—One 51-inch Columbia Light Roadster, 1887 pattern; spade handles; ridden one season; perfect condition; not a weak spot in it. \$100, including Butcher's Cyclometer. One 51-inch Rudge Light Roadster, brand new; never ridden; 110. Lock Box 202, Holyoke, Mass.

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LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.

ESTIMATES on all sorts of repairing. **CYCLE SUPPLY CO.**, 3 Berkeley st.

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IF you put a pair of our Spade Handles on that old wreck of yours, it will be worth \$10 more. **CYCLE SUPPLY CO.**, 3 Berkeley street, Boston.

NICKEL PLATED STEEL WRENCHES, 50c. **Cycle Supply Co.**

BICYCLES. Everything in new and second hand. **JOHN WILKINSON CO.**, 55 State St., Chicago, Ill.

Send stamp for list.

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The Standard Cyclometer.

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The Reasons Why:

It has stood the test for accuracy. It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



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We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

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Send 6c. for 20 Samples and rules for

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Suits, \$13.25 to \$30.00.
Also, Manufacturers of Bicycle and Tennis Suits and Fancy Uniforms.
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THE BROOKS IDEAL CYCLOMETER.
SIMPLEST, MOST RELIABLE and BEST.
Fully Warranted, only \$5.00.
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Brooks Odometer Co., Lowell, Mass.

THE * SPRINGFIELD * ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.



No. 1.

Wholesale Distributing Offices:

MERWIN, HULBERT & CO.,	-	New York, N. Y.
KIRK BROWN,	-	Philadelphia, Pa.
C. F. STOKES,	-	Chicago, Ill.
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Retail Salesroom: No. 147 Washington Street, Boston.

No. 1 cut shows the \$75 Springfield Roadster which retails for \$75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the \$100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

CATALOGUE FREE.



No. 2.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.

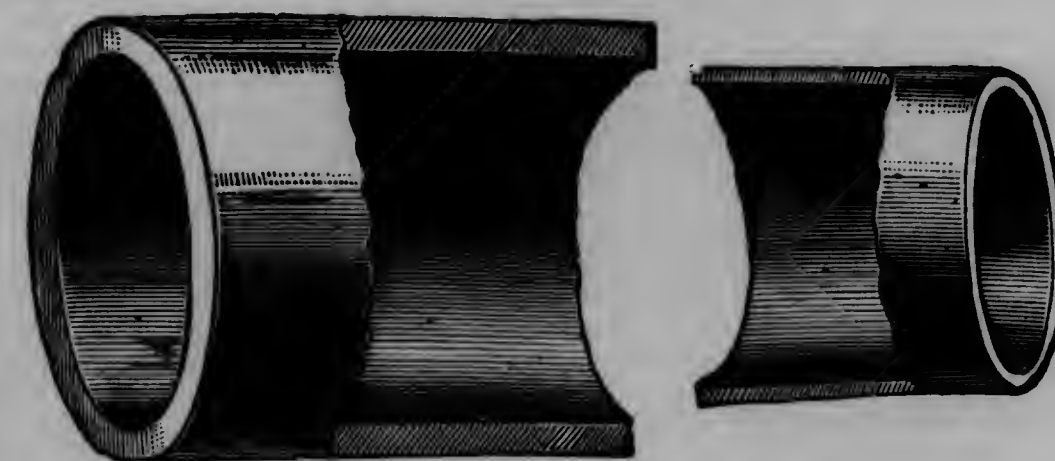


The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside.
Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

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WM. READ & SONS, 107 Washington Street, BOSTON.

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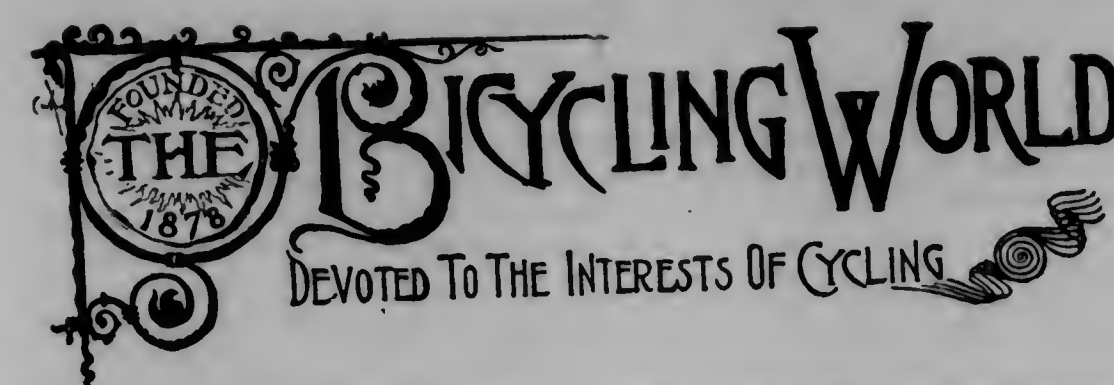


C. K. Alley, of New York, on the Columbia Light Roadster.
BICYCLING WORLD AND L. A. W. BULLETIN, PLATE No. 3.

13 April, 1888.

BICYCLING WORLD AND L. A. W. BULLETIN

397



Published Every Friday

THE BICYCLING WORLD COMPANY,

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ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 13 APRIL, 1888.

THE "winter of our discontent" seems at last to realize that its departure is much desired.

THE *Herald's* complimentary remarks about our co-editor has set him up most amazingly, and he threatens to strike if his salary is not increased to an inconceivable extent.

ALTHOUGH racing has been most effectually stamped down by injudicious and over legislation, it can, we think, by a little tender nursing, be brought around to a healthy state again. We believe that frequent and unpretentious meetings will do more to foster path racing than an occasional large tournament. At all events we must look to a new crop, or get what fun we can from professionals.

THE roads were full of cyclists on Fast Day in the vicinity of Boston. The early part of the day was superb, but a heavy rain in the afternoon dampened the skins and the ardor of a good many riders before they got home. A good many sore joints, muscles, and abraded cuticle made evident to many of the riders that a winter's inaction had left them feeling pretty soft.

IT is said that the English "pros." are much surprised at Rowe's complete abstinence from tobacco and alcoholic stimulents. We doubt, though, if their habits are changed, notwithstanding that Rowe thinks his success is due to his habits. Some will feel inclined to say, with Lacy Hillier, "what would he have been if he had indulged in a mug of stout with his dinner?" We know not, but we do hope his "hot tea" will keep him in front of Howell.

THIS week's issue will have to go as one of the largest ever published by a cycling paper in this country. There has only been one larger, and that was our issue, containing forty-six pages, of May 14, 1886. The "next best" was our issue of April 2d, 1888, containing thirty-two pages. This issue of the *WORLD AND BULLETIN* contains thirty-eight pages. In connection with this issue, we

desire to call attention to the enterprise of the Coventry Machinists Co., in printing their catalogue in our advertising pages. This is an indication of what kind of a swath the Coventry people intend to cut this year. If infusion of life, energy, and the presentation of excellent goods can jointly produce business, then all we can say is that the "Club cycles" will show up in sales among the "leaders" of the trade at the end of the season.

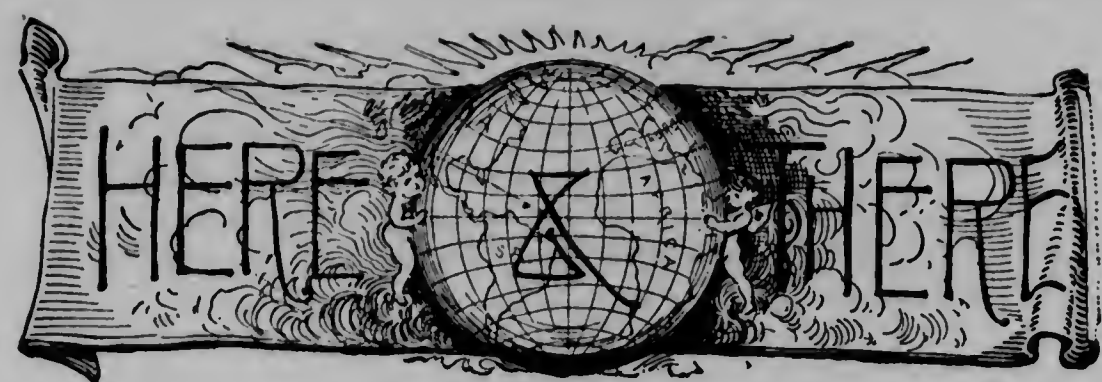
ONLY on special occasions do we speak in this department of our advertisers, but we do think the fact that a firm dealing in road repairing machinery using our columns as a means of reaching a class of customers to whom they expect to sell their specialties, is worthy of comment. We deem it a significant sign, and one that contains a cheerful sermon. It indicates with all its collateral important features, the fact that the road-building machinery manufacturers recognize in wheelmen an influence which must prove of vast mutual benefit. We do not feel we are stepping beyond the bounds of propriety in commending the enterprise of Messrs. J. W. Davis & Co. to the notice of all League members to the end that Road Commissioners and others may have their attention called to Messrs. Davis' advertisement. We cannot do too much to aid in every way the accomplishment of what now, alas, is a desideratum only.

NEVER since cycling became an institution in this country has there been such universal interest shown in the matter of road improvements by the cyclers of the United States. From every quarter we hear of more or less activity among the riders to further and promote schemes and laws looking towards the building and maintenance of better highways. It is an encouraging feature, and one that should embolden the wheelmen to more aggressive action. The numbers of riders are now so large that they are no longer an element in our politics to be utterly ignored by those who look to us for our suffrages. We hope that every member of the League and every rider of a bicycle will never lose sight of the fact that his vote counts one, and that his influence may count for several more, so that when the question of road or street building or repairs comes up for their consideration and suffrage they will use their vote and utmost influence to the end that the best men and means will be employed to bring about a better condition of roads. The ball has been set a-rolling, on every hand are signs of awakening interest on this most important question. Let every road improvement organization persist in accomplishing the aims and ends it has in view; let every bicyclist look on it as an imperative duty to support such organizations both by moral and substantial aid; let every rider of the wheel make this one idea, "Roads Improvement," his hobby, and if we never miss an opportunity to cast a vote, speak a word, or spend a dollar for The Cause, the result must be "success," and the cycle and its votaries, as practical civilizers, will hold a place in history, which those who made it will be proud, and those who come after and continue the good work will be grateful.

PHILADELPHIA CENTURY—NOTICE OF MEETING.

A MEETING of delegates of the clubs interested in the proposed great Century run to Philadelphia, on June 16th, will be held at the office of Mr. L. A. Clarke, 25 Broad street, New York City, on Friday afternoon, April 27th, 1888, at 4 P. M. sharp. Definite action has been taken by six clubs, and in two instances the run has been already called. Details are yet to be arranged, but in general the plan is as follows, viz: Rendezvous at Newark and Orange on evening of Friday, June 15th; leave Orange at 4 A. M. next morning; easy riding to Trenton, where have dinner; in afternoon to Philadelphia, on Plain Side, and through Fairmount Park; in evening out on the celebrated Lancaster Pike, with the Philadelphia Wheel Clubs, and those others who will have gone on by train, far enough to finish the Century. It is not designed to be a road race, but a practical exemplification of the usefulness of the wheel, and, weather permitting, should be the biggest thing of the kind ever attempted. My imagination soars toward 200 participants.

"WING-FOOT."



CHAPTERS have been written upon "GENTLEMAN JOHN" "American informality," and there is, I think, room for much more manuscript of a purely laudatory nature upon the subject. When one contrasts the free and easy American mode of hospitality with which any sojourner in their country is treated by the best circles (provided, of course, that he or she has the instincts of a gentleman or lady), with the stiff, formal, unchristian-like demeanor of the large majority of the "cheap and nasty" two-legged fossils who have made Peebles their home within the last few years, the Americans (looking at the matter without prejudice and in an unjaundiced manner) have rather the best of the comparison. Robert Burns, the Scottish bard (it looks very much like tautology to append "the Scottish bard" to Burns' name) has a few lines which describe to a nicety the narrow-minded colonists to which I refer. He says:

"There's nothing here but Hieland pride,
Hieland pride and hunger;
And if the Lord has sent me here,
'Twas surely in his anger."

Even if a stranger condescends to attend their church, they glare at him with an I-am-holier-than-thou glare, and stare at him with a what-manner-of-man-art-thou stare, and act very much as a Highland steer does when he sees a bicyclist for the first time. The term which is applied to anyone who has not been brought up in the little self-sufficient hamlet of Peebles, is an "incomer," and they have an even more disrespectful word, a "Stourer-foot." The meaning of the name "incomer," as applied to strangers, is of course very evident, but that of "Stourer-foot" is not at once plain to one not conversant with the Scottish dialect. "Stourer" means dusty, and the name implies that a stranger is a person upon whose pedal extremities still clings the dust or "stour" of other cities. See? Then a person who has been brought up (or, as a pronounced Southerner or Westerner might say, has been "raised") in the obsolete hamlet of Peebles, is a "gutter-blood." A "blood" of the gutter—of the street—of the town. In fact I wonder if the average Peebles adult-mind is capable of grasping the idea that the name "gutter-blood" is a very doubtful eulogistic epithet. In fact since I have been here, I have seen much daily evidence which has forced me to believe that the drowsy air of Peebles is more conducive to the healthy growth of matter than of mind, of pounds avordupois and turnips, than of well bred men and women. The male adult is imbued with the tradition that "man's chief end" is to drink all he can (which he generally does), to eat and sleep all he can, and to utterly ignore the "golden rule," in which the treatment of a fellow man is so vigorously dealt with.

A MAN who rides four miles on a Sabbath day upon a cycle, to hear a half-witted and, generally, under-paid Scotch minister preach of the narrow road which we are told leads to a place where happiness is said to abound, is looked upon as a sinner already damned, already fast and irrevocably entangled in the meshes of Beelzebub, the heavy weight champion of Hades. He is pointed out in church and whispered about during the service, when they should have been listening to the hair-raising twaddle in which the minister tells them that he has positive knowledge that they are already the holders of everlasting passes to the fire which has no end. I think that even the firmest believers in the "fire-eternal" have grown callous under the treatment of the Peebles divine, and look upon eternal pyrotechnic treatment after death as undesirable but unavoidable. The idea of attending the house of the Lord in knee breeks, and leaving a velocipede among the grave stones outside, is looked upon as a crime, for which there can be no adequate atonement. But as the class to which I refer are both "ill born and ill bred," and perfectly harmless, I shall dismiss them from my thoughts, as unworthy of more than this very mild descriptive reproof. I have always been a mild-mannered man, and dislike strong language very much, as evidenced by my newspaper writings. It is with unassumed and most genuine fervency, that, *unlike* Sparticus, I cry, "Thank the gods that I am (not) a barbarian,"

and not a native of Peebles. For this last, especially, may Heaven be praised.

If I were going into business on this side, I do not know of a more likely investment than a factory in Peebles to manufacture a condensed "milk of human kindness, put up in one-pound tins. I am sure it is needed here sadly, and the expense of commercial travelling could of course be dispensed with, as the factory would have difficulty (unless it was upon a mammoth scale) in supplying the people in the vicinity of Peebles. Perhaps I have dwelt "somewhat rather much at length" upon the Peebles crustacean, but I could not do less than "damn them with faint praise." They need it, if ever a God-forgotten people did.

I GOT a sweet-scented little note from Percy Low, of *Wheeling*, in which he tells me that I have been "missed" from Fleet street, and people were divided in opinion as to whether I had got arrested under an alias (how would "Gentleman John" do?) at the late Sullivan-Mitchell (alleged) fight, or had taken a steamer for the Brazilian ports to join the Le Four brothers. Poor fellows. I am afraid the Le Four brothers would have had more fun in England than among the wilds of Brazil. Of course they are both reckless sort of chaps, and care but little for expense, and as little for notoriety, as evidenced by the quiet "manner of their going and setting out," both from America and from Liverpool. Had it not been for the efforts of "Ratchet," of New Jersey, the Le Four brothers might never have been engaged as special correspondents of the *BICYCLING WORLD*, and their doings might have remained in comparative obscurity to a large portion of the world. As it is, their trip promises to out-Stevens, to out-Ricalton, to out-Stanley and to out-*Outing* anything that has been heard of. I am just dying to hear of their safe arrival at St. Thomas, as is, I am sure, every careful reader of the *BICYCLING WORLD*, the unrivalled leader of American cycling journalism.

NEW JERSEY NOTES.

"RATCHET."

THE Mayor of Orange, in his annual message, makes a number of valuable suggestion in regard to streets. He says: "The Street Commissioner reports having expended \$4,274.52 in labor on streets, of which \$2,377.38 was spent in rounding up on dirt roads. I am convinced that the putting of much work on dirt streets is a mistake, as the rounding up, as it is called, must be repeated annually, and the expense thus incurred would go far towards the payment of a permanent pavement. At this season of the year many of the prominent thoroughfares are almost impassable, and their improvement has been delayed by a combination of circumstances—the unwillingness of property owners, and the necessity of placing a large part of the cost on the city at large. I refer to Lincoln avenue, Lumber street, Essex avenue and Scotland street. Jefferson street has been opened, but no move has been made to grade. If it were wise to open and pay heavy damages for land taken, measures should be adopted to open up the property for street purposes and grade it. One, at least, of the streets alluded to, should be macadamized during the coming season, and proper provision made for the cost."

ORANGE has appropriated about \$15,000 for road and street improvements.

A MACADAMIZED road between Irvington and South Orange avenue is being talked up.

THE Elizabeth Wheelmen will soon have a team on the road practicing for the semi-annual road race. Ditto, the Union County Wheelmen.

THAT Newark to Paterson, or Newark to Norristown and return, road race is again being talked up. Likewise a race from Jersey City to Philadelphia, and return.

WHEELMEN who are interested in road racing are advised to fight shy of North Plainfield. Dr. J. H. Cooley Chairman, of the L. A. W. Racing Board, has been elected Mayor of that place. Dr. Cooley is *not* in favor of road racing.

THE Orange Wanderers held a meeting on 24 March, and thirteen new members were elected. It was decided to withdraw the resignation from the "Alphabetical Association," and W. A. Belcher and C. W. Freeman were elected delegates to that organization.

THE Jersey City *Journal* says: "Dr. Johnson, the President of the Hudson County Wheelmen, was the first person to ride a bicycle in Jersey City. He began riding in 1880." The monthly meeting of this club was held 5 April, and the usual routine business transacted. The Hudson County team for the inter-club road race will soon be found on the Irvington-Milburn course, getting themselves into shape.

SOME of our cyclers seem to be determined to bring the wheel in to disrepute if possible by riding on the sidewalks of Broad, and other streets, as well as Central, Belleville and Lincoln avenues. It required some work to secure the passage of the bill giving to cycles the same rights as are accorded to other vehicles in New Jersey, and it seems unjust that any wheelman should, by insisting upon riding on sidewalks, violate the provisions of the bill. It is no more than fair, however, to say that the majority of those who use the sidewalks are boys or half-grown men.

HERE'S another chance for some missionary work; and another reason for abolishing the amateur rule, doing away with the Racing Board, and appointing committees on road improvement: "Never before were the roads of Randolph township in such a condition as now. The road overseers in most cases refuse to open or do any work because they can get no assurance from the Township Committee when they can get their pay, and they say they do not propose to hire men and pay them, and then wait for their money till after next year's taxes come in. Other townships have been opening their roads and paying their bills, and are doing this necessary work without any trouble at all. Our present committee, untroubled by any debts at all, seems wholly unable to devise means to meet the needs of the people."—*Essex County Exchange*.

AND apropos the road race, it seems to me as though the Brooklyn B. Club, now that they count the Ilderans in, should be able to put an almost invincible team on the road, provided, of course, that the road racers of the latter have joined the former club. It will be remembered that the last race was won by the Kings County Wheelmen's team, scoring 73 points. The second man to finish was Bradley, Ilderans, 23 points; fifth, Mead, B. B. C., 20; sixth, Waters, B. B. C., 19; tenth, Todd, B. B. C., 15; thirteenth, Schoefer, Ilderans, 12; fourteenth, Williams, B. B. C., 11. The first four men named had an aggregate of 77 points, while taking two Ilderans and two Brooklyn's, their aggregate would have still been a winning one—74 points. It looks as though the Kings County and Hudson County men would have a big job on their hands on Decoration Day.

CONNECTICUT-INGS.

THE SOLITARY CLUB.

THAT proposed joint tour from New York to the City of Brotherly Love will be pleasant and profitable in proportion to the pace taken, for in the latter part of the month of roses a continued scorch would not be up to our club's standard of average comfort. Make it a two days' ride and our Secretary could easily be "induced to accept an invitation to join!"—Believe that is the popular modern way to put it.

FINALLY we can see bare ground again, and begin to feel encouraged that soon the wheels can revolve, and cycling joys be ours. Some of our safety riders have been riding for some time, but the wintry March has set us back a month, nearly. It has brought our winter record of missed days' riding up to the unprecedented one of over thirty.

GIVE this lazy scribe a reasonably low and safe, easy-driven wheel, on which six to nine miles an hour on the road can be done, and he will be contented.

OUR fellow voyager across the deep blue last summer, Captain Hurlbutt, has been indisposed recently, but we hope before wheeling weather comes the Cap'n will be out again, and help reorganize the old club that disbanded here a year ago. Assistant Postmaster Jessup is working for the new club, and a meeting to see what can be done is called for this week Thursday evening.

ONE of our Star riders is reported as intending to tour in Europe this season, but has sold his wheel and "will not go as a cyclist," save the mark!

NEW men are already coming on and taking up the second-hands, that so much relieves the owners of them, who want something newer, lighter, lower, safer, or easier, and by a strange fatality these points are seldom combined in new machines.

WE are glad to see interest waking in the matter of easier-going cycles for the "most distracting half of humanity," and that they can ride on a nearer even footing with the sterner party of the second part. It occurs to us that the lady's machine must be so low that with the dirt-carrying chain and the very low frame work, they must be uncleanly to ride. Take one driven without chain, and with a better dress guard than wire netting, and the pleasure of the dainty rider must be much enhanced. We know from experience that the now regular chain safety is as famous for slinging mud as is a politician, and that the task of cleaning the chain to save wear was—well it was

seldom done! Why cannot "Brer. Wilcox" draw us a sketch of what he thinks would be a good thing in the shape of a lady's safety cycle, as he has studied the "safety and easy-driving problem," and he "could if he would."

PENNSYLVANIA.

"ARIEL."

NO more important move has been made for a long while in the Quaker City than the bill introduced into Councils on April 5th, by Mr. Anderson, to re-pave Broad street with asphaltum, from Passunk avenue to Columbia avenue. This would give us what is sorely needed, a rideable street through the centre of the city, and as it would adjoin the asphalted surface of Diamond street, we would have a superb outlet to the park, a riding avenue surpassed by no place in the country. Mr. Anderson deserves the thanks of all wheelmen, and more than this, he deserves their hearty co-operation. This suggestion respectfully referred to the associated cycling clubs. What a boom such a thoroughfare will give cycling! The proof of the practical utility there is in the wheel would double the number of riders in a year's time. My bicycle would save me about thirty dollars a season in car fares alone, and isn't that an argument to clinch the nail with?

MR. E. I. HALSTEAD, of the Harlem Wheelmen, is now a Pennsylvania Club member, having been elected to membership last Thursday evening. At that meeting thirteen new members were taken in, making the club roll about 175. The dark gray uniform with the silver Keystone will be one of the prominent features at the Baltimore meet.

ANOTHER death must be recorded; that of Mr. Harry H. Levette, of the Century Wheelmen, which resulted from incautious handling of powerful electric appliances at the works of the Thomson-Houston Electric Light Co., Lynn, Mass. He was still an active member of the club, although for some time residing at Lynn. Suitable resolutions were passed.

A RECKLESS driver ran over the velocipede belonging to a little boy, near Belmont Hill in the park last week, and was chased and caught by Messrs. Shaffer and Allen of the Centurions, who caused his arrest by the first guard met. A few cases of this sort and the reckless element who run into and over everything in the shape of cycles, will learn that punishment is swift and sure in every case.

QUOTING from the *Lynn Item*, the *Wheel and Cycling Trade Review* (full name, if you please, Mr. Editor; Mr. Prial seriously objects to having his journal's name curtailed) says J. H. Shurman of Lynn will stop at Philadelphia on his Western trip, and inspect "Eagle Hill." Surely this overgrown village has not absorbed the Orange district too.

LONG ISLAND NOTES.

"WING-FOOT."

THE following shows the value of influence in the politics in Queens Co., and also the condition of things against which the warfare for good roads must be waged. The Jerico pike and the North Hempstead pike are the two arteries of travel on Long Island, connecting the metropolis and the towns in the interior, the latter, the one in question, being macadamized from Little Neck to "Harry Hill's" on Flushing meadows, where it divides. The shorter route from this point is direct Jackson avenue, so called, but the longer is a better road known as Thompson avenue, the latter getting the most traffic, at the best both being poor. For a number of years efforts have been made to get an appropriation for the improvement of the former, but have always, until last year, failed, because the keeper of a certain road-house on Thompson Ave., objected, on the ground that it would take his trade away, and threatened to "cut the ticket." And yet the old case-hardened agriculturalists keep on year after year, voting the "ring" ticket, and making their own already degraded condition lower and lower.

"LONG ISLAND roads are of a sandy complexion." We are thinking of trying "Recamier Cream" hereafter, instead of macadam, "to remove imperfections."

THE Mercury Wheel Club holds the opening record to Babylon again, as it has for the two previous years, two members having gone through on Sunday last, reporting the roads to be in the finest kind of condition.

A GOOD many wheelmen will no doubt take advantage of the prevailing beautiful weather this week to witness the attempted removal of the Brighton Beach Hotel, which has been cut into sections and is to be moved 500 feet, upon railway flat-cars. This is a most extraordinary undertaking, and special trains are to be run to

Coney Island to allow people the opportunity of seeing a large summer hotel moved 500 feet in fewer seconds.

The annual dinner of the Kings County Wheelmen will be eaten at Dillards on April 14th. Covers will be laid for one hundred and fifty, and the Mayor and other city dignitaries and celebrities have been invited. The K. C. W.s have won the handsome silver cup, representing the pool championship of those two close but friendly rivals, the L. I. W.s and the K. C. W.s.

The North Hempstead turnpike, out as far as the end of the macadam, is in first-class shape. Brer. Lincoln, of the Mercurys, and myself went as far as Little Neck and return on Easter Sunday, and enjoyed the novelty of alternately riding in dust, and between snow banks three feet in depth. The roads between Jamaica and Flushing were not open up to Sunday.

At the athletic games of Co. A, 23d Regiment, Saturday evening, April 7th, Messrs. J. F. Borland and J. W. Schaefer, of the Brooklyn Bi. Club, took first and second places, respectively, in the two-mile handicap bicycle race, and Mr. Ed Hornbostel took first place in the one-mile handicap run. The Brooklyns turned out as large and enthusiastic as ever, and made their share of the noise. The annual election of this club took place Tuesday evening of this week, but the result has not yet come to hand. The "goat" fever has broken out very badly in all the Brooklyn clubs, and circus posters have gone up in price since A. B. B. began selling them.

ST. LOUIS.

"LINNEUS."

PERCY STONE recently started to rent a brand new Salvo tandem, and consequently tandem riding is quite the thing now. Klipstein and Miss Kate Medart have had one or two runs on it lately, and in each case covered between fifteen and twenty miles.

As Miss Medart has never ridden before this is a very good showing, and her reputation is all the more enhanced by "Klip" declaring positively that he only did *his* share of the work.

The renting of wheels is assuming large proportions here. Last Sunday the St. Louis Wheel Co. rented no less than thirty of them, and could have placed fifty if they had had them on hand.

The final entertainment of the winter season was given at the Missouri Bi. Club's house Thursday. As usual the attendance was large, and all enjoyed themselves immensely. The managers have concluded to have these entertainments at intervals during the summer. The next one will be a Lantern Slide entertainment, at which the club's photographers will show fine views of pictures taken while on some of the runs, the whole to conclude with the usual hop.

The Cycle Club held their annual meeting for the election of officers Monday, April 2, at their club rooms. The following were elected for the ensuing year: President, Geo. H. Lucas, re-elected; Vice President, Eug. Jaccard; Treasurer, Walter Tyler; Assistant Treasurer, H. W. Greenwood; Secretary, E. L. Mockler, re-elected; Captain, E. N. Sanders. At this meeting three active and two associate members were admitted to membership. The committee appointed to look up new quarters have not as yet succeeded in finding a suitable house, but no doubt will be able to do so before the lease of their present quarters expires.

STREET re-construction is going on at a lively rate here, but I am sorry to state that very little of it is asphaltum or Telford pavement. Grand avenue will be improved from Laclede avenue to Tower Grove park at a cost of over \$40,000. This will make this park easily accessible from all parts of the city. Tower Grove park has the finest roads in the State, and it reflects very creditably on the good sense and judgment of Mr. Hy. Shaw, who, when he presented the park site to the city, stipulated that a fund of no less than \$25,000 would have to be annually expended in keeping the roads and the park itself up to the required standard.

ACTING upon the suggestion contained in my last letter, President Brewster appointed Messrs. Douglas, Boker, and Chauvenet a committee to confer with the municipal authorities relative to leaving parts of certain streets unsprinkled before certain hours at morning and evening. The committee went to work at once, and on Thursday interviewed President Flad, of the Board of Public Improvements, in regard to it, who received them very graciously, and upon hearing their request, promised to bring the matter before the Board next Tuesday, when he requested them to be present, and do all in his power to extend the courtesies. It is to be hoped that the request will be granted, as many of the resident riders will give up riding if they could not use their wheel in going to and from business.

The first run of the season of the Missouri Bi. Club took place Sunday, April 1, to Ballwin. It being Easter Sunday the attendance was rather light. In spite of this, seventeen Missouri men faced the wind, and reached Ballwin in time to enjoy one of mine host Busch's dinners. The Manchester road being freshly macadamized, a diversion was made to the Clayton road, and it followed to North and South road, where the Manchester road was again taken. The features of the run were Percy Stone's climbing of Sun-of-Gun on a Victor safety, and Hildebrand's like feat on a Columbia Light Roadster, and Bob Sharpe's strong attack on hen fruit. Messrs. Sharpe and Weil took their first long run with the club, and pluckily rode the entire distance. Both of these gentlemen have been regular attendants at Prof. Barron's gymnasium classes during the winter, and their riding showed the good resulting therefrom.

PITTSBURG and VICINITY.

"DUQUESNE."

decided to give a gold medal to the member covering the greatest distance during the season, and a silver medal to the second man, also a gold medal for greatest distance in twenty-four hours.

An applicant for a position on our police force had over eleven inches expansion, and will probably be refused. Next!

"ARIEL" labors under a mistake. I didn't offer to back Banker against Wilhelm; I am not around giving money away.

I MADE a mistake last week, the child-poet will ride a "Star" this year. You may now prepare for "An Ode to Sirius," or some equally ethereal subject.

HILAND AVENUE is in bad shape, and not likely to be repaired this summer. This will be hard on some butterflies who secure their mileage by riding from Penn avenue to the reservoir and return.

THE *Commercial Gazette* gives publicity to A. C.'s run to De Haven, and says it is their annual run. Inasmuch as they go to De Haven on nearly all their club runs, the use of the word "annual" is slightly ambiguous.

MESSRS. EDITORS, would like you to settle a dispute. Rowe, versus sprinter, distance 100 yards; which wins? It is claimed by the majority that the sprinter would beat Rowe, as he would lose so much on the start. The whole question narrows down to, can Rowe beat ten seconds? Can you tell us? [Rowe can beat ten seconds with a flying start, but it would be a question if he could do as well within two or three seconds from a standing start.—Ed.]

BUFFALO.

"MERCURY."

THREE cheers and a tiger for Senator Laughlin, who has taken up a project which has been laying idle for over a year, and—but hold on! Let me state the cause of my crowing. The fact is, our worthy Senator has introduced a bill in the Senate at Albany, which provides for the location of a boulevard, 100 to 200 feet wide, to extend from this city to Niagara Falls. It names several prominent men from Buffalo, Tonawanda and Niagara Falls as commissioners to locate the boulevard. They will meet at the City Hall, Buffalo, June 15th, and organize; they are also instructed to report on or before Sept. 1st, 1888. A commission of three will then be appointed to appraise lands taken by the boulevard. If the bill passes all right, work will undoubtedly be commenced before the year is out. As I predicted before this, a cycling boom is in store for Buffalo. The *Commercial* states: "The bicyclists of this city have signified their intention of assessing each member of the L. A. W. in this State one dollar for the completion of the boulevard." Now aren't they a little too previous? Whether the plan will work remains to be seen. I hardly think it will, for this reason: There are some League members (and a very large "some") who will think twice before they give a dollar towards something from which they derive no benefit. I admit there are members whose liberality will not be questioned; I will wager they are in the minority. I would suggest, if I may be so bold, that subscriptions be solicited in the different cities of New York State, and I believe in that way more money would be realized than by the other plan. I don't see how the assessing of each L. A. W. member is possible; there is nothing in the constitution that provides for a thing of that sort. [Right you are.—Ed.]

THE Ramblers are considering the advisability of renting more commodious quarters. The members expect to act in the capacity of "mine host" during the tournament this summer, and think the

❖ A FEW THINGS WE DO NOT ADVERTISE. ❖

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Respectfully submitted,

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A thoroughly good roadster bicycle, with coned rubber pedals.
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(The above furnished with "Singer's Patent Axle and Bridge.")
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Head, Roller Bearings.	New Hollow Wheel Rims.
Detachable Handle Bar.	New Rubber Tires.
Spade Handles.	New Saddles.

present rooms too small to accommodate the large number of visiting wheelmen who will accept their kind invitation to make themselves perfectly at home.

PARDON me, Mr. Editor, if I again insert a pun in my squib; it is not of my making. I happened over to Bowen's place the other evening, and noticing the Victor catalogues were issued in red and white covers, I remarked the fact to Bowen, and he replied: "Yes, I suppose they meant to have one, red outside and white within, and the other, white outside to be read (red) within." The office cat, which had been sleeping peacefully under the stove, let forth an unearthly screech and squirmed about in horrible agony on the floor. Three bicycles took a tumble.

HERE is something interesting to cyclers in general and "Duquesne" in particular. I wandered over to the domain in which the "King-pin of tournament managers" (I needn't mention his name; everybody knows him) holds forth, and probing that worthy sire, elicited the following information: He informs me that his plans are almost completed, and in answer to my inquiry as to which club, if any, will have charge of it, "the Ramblers," he replied, "and just as soon as my plans are perfected, I will make a formal proposition to them." He stated further, that he had a talk with C. J. Hamlin, the Driving Park magnate, and there are chances that he (Hamlin) will lay out a cycling track at his own expense, providing the tournament is held during the Fair and opening of the Exposition Building, which will occur some time during September. Ducker says the tournament will last four or five days. My half hour's conversation with him gave me enough enthusiasm to run a tournament all by myself. I hope to have more definite information in my next.

DETROIT.

"TWINKLER."

A HOME-TRAINER contest by members of the Detroit Bicycle Club took place at the club parlors on March 25. The affair was the more enjoyable as it was entirely informal. Nearly all the members took part, and the audible comments upon the riding of some, were more productive of mirth than of fast time. The best time made was by Lieutenant Lane, who made a quarter in twenty seconds. The Detroit Club has delightful parlors. Give us another contest.

PRESIDENT KIRKPATRICK has accepted the invitation of the Star Bi. Club of Detroit, and will be its guest at the division meet this summer. The meet will be held at Grand Rapids, probably in July.

ALREADY candidates for Chief Consul and Representatives are being discussed. There is a strong sentiment in favor of Mr. J. E. Beal of Ann Arbor, for Chief Consul. Mr. B. well deserves anything within the gift of the Division, or of the League for that matter. He is well known, popular, and an indefatigable worker. It is understood, however, that he will not accept office for next season on account of contemplated absence from the State, so we must look elsewhere. Now what's the matter with Mr. Clarence Lightner, President of the Detroit Club? Mr. L. is a man of much ability, and is "a hustler from Hustlerville."

NEWS

AND COMMENT.

J. FRED MIDGLEY will be actively on the road this year. He is under the care of Mr. Charles P. Daniels, one of the best trainers in the country. Midgley's mount will be the same as last year, the Springfield Roadster. He will not only ride on the road, but he proposes to take part in all the track events this side of Chicago. We also understand that Mr. Worden, who is now in the employ of the Springfield Bicycle Co., will place himself under the directions of Mr. Daniels, and also train for the coming season.

WILMINGTON, Del., is to have a bicycle track. It will also be used for pedestrian races.

'Tis said that Long Branch, N. J., will add to its many attractions, that of a bicycle track, the laying out and building of same to cost some \$25,000.

SPRINGFIELD claims to have been the birthplace of cycling, so far as this country is concerned. We would respectfully ask, where does Boston come in?

CAPTAIN JACK CRAWFORD, the "Poet Scout," author of the very clever character poem which appeared in our last issue, is now staying at the Adams House in this city.

THE English War Department have designed a uniform to be worn by the cycling contingent. It consists of a dark green military tunic and cap, faced with red, dark green knee breeches and stockings.

A TWENTY-MILE road race, between the New Bedford Cycle Club and the Taunton Bicycle Club, will be run on Memorial Day, for a trophy of \$50 value, subscribed by the New Bedford citizens.

A FRENCH nobleman is the latest one to dabble in the application of steam to a triecyle. He makes the usual claim that it is perfectly practicable, very light, and will maintain a speed of twenty-five miles an hour on good roads.

ROWE will not appear among the starters for the world's open one-mile championship to be run at Wolverhampton, England, April 23. Woodside, and possibly Temple, will represent the American contingent. Howell is named to start.

A BREATHLESS universe is awaiting the result of that \$30,000 match between Prince and McCurdy. There may be some "breathless" backers if there is any chance of repeating that Minneapolis affair in which Mr. McCurdy so prominently figured.

IN the final heat of the five-mile international race between Battensby and Rowe last month, at Agricultural Hall, London, Rowe beat the Englishman by "a few inches." So close was the finish that some discontent was shown by the spectators, as many thought that Battensby had it.

THE subject of our cartoon this week is Mr. C. K. Alley, one of the very best known riders in New York State. He has always been prominent in League matters, and has held the important position of Vice-president of the National organization. His New York friends will be especially pleased with this plate.

WE went out to Corey hill the other day. We found it there just the same as last year, and it had a sort of come-if-you-dare look on its high forehead which was not very encouraging to the prospects of Messrs. Shurman's, Wells' and Greenwood's chances of climbing the same on a bicycle twelve times without stopping.

THEY have got a one-legged man in Lynn, Mass., who can ride a bicycle, perform on the trapeze, or gyrate on the festive roller skate. This individual glories in the name of Prof. Erni. This has an Italian sound, but we would bet dollars to doughnuts that he hails from the vicinity of Cork, and that his name begins with Pat.

WILLIAM J. CORCORAN, the well-known trainer, will stay in this country and look after the ped, George Littlewood, in his six-day race to come off in New York. After this event, which will take place in May, Corcoran will assist Dr. Dole in his college athletics. Mr. Dole will back Crocker to ride three races with Rowe at Lynn for \$500 a side, on the return of these two men from England.

L. A. W. No. 551 writes: "In regard to aged riders, I would remark that I am 45 years of age, and have ridden a bicycle for two years. For three years previous I have suffered from kidney complaint, but thanks to the intelligent use of my wheel I am now as tough as steel and as limber as an eel. I shall be in Baltimore, and I hope to meet many of the older 'Knights,' and I hope to be able to demonstrate that I am as good and better than some of our younger brethren."

At a meeting of the Long Island Wheelmen held April 4, the Hon. A. C. Chapin, Mayor of Brooklyn, was elected to honorary membership. It will be remembered that His Honor the Mayor recently appointed Mr. Chas. H. Luscomb, Captain of the club, a Park Commissioner. The club gave a ladies' reception on Saturday evening, the 7th inst., at which Mayor Chapin was present. An interesting programme of music, recitations, and dancing was given. Among the performers were Mrs. Nellie Yale Nelson, leading lady of the Gilbert Dramatic Society, and Miss Vogt, pianist.

"QUONG WING," hailing from Denver, Col., writes: "The eyes of the Denver men were opened very wide by some correspondence in your issue of March 23, and we all wonder why the existing road records stand, with such men loose in the country as the seven who went on the San Francisco Bi. Club's *moonlight run*, and covered the first twenty-six miles in one hour and twenty minutes, this, too, with one mile of scarcely rideable road, which must necessarily have thrown them behind five or six minutes. We figure their riding better, or equal to the world's records, *ridden in daylight*. Perhaps their 'special Club Liar' broke loose, or the riders were timed by a Waterbury oil can?"

MR. W. C. COFFIN of Pittsburgh writes the following: "In a late issue of the Bt. WORLD I see that 'Duquesne' attributed my giving up the Victor Safety to the fact (?) that I could not keep my pedals from doubling into cow horns, or words to that effect. The fact, however, is that the pedals never gave me any more trouble than my full-fledged crank, but, through recklessness in jumping every gutter and other obstacle that I thought at all surmountable (without regard to the welfare of my wheel), I broke the saddle twice and any number of spokes, and then gave it up because of my own abuse of

it. Give the wheel the same treatment that you do your Light Roadsters, and I will put up my *pile* that it will outlast them."

THE Longwood Minstrels of Boston is composed of some of the most accomplished amateur performers in the country. Indeed, it can be truthfully said that the entertainment given by this troupe, composed as it is of some of the best-known society men of "The Hub," rivals those given by some of the foremost professional troupes. It goes, therefore, without saying that the volunteer entertainment given by several members of the "Longwoods" at the Boston club house, last Saturday, was one of the most delightful ever enjoyed by that club. The Boston clubmen cannot say enough in praise of the really excellent impromptu "show," and they are profuse in their thanks to the members of the Longwood Club, who so kindly volunteered to appear on that evening.

THE Scranton (Pa.) Bicycle Club have taken steps to become an incorporated body and also to purchase property on Washington Ave., 40x160, on which they propose to build a club house. They are a "cordial lot" out in Scranton, as the following from Secretary Jno. F. Roe will testify: "Fellow-wheelmen coming in our midst this summer will find us unable to extend the hospitalities of club rooms as of yore, but instead we extend the hospitalities of the whole city. Any wheelman by inquiring of the Secretary of the Y. M. C. A. or any hotel clerk will be directed to a member of the club who can entertain him in the saddle, and will take pleasure in doing so."

L. A. W. No. 7276 writes from New Bedford, Mass., as follows: "I note in your columns a clipping from the *Bi. News*, in which a man speaks of coasting a hill with folded arms at a two-minute gait, and which you seem to disbelieve. If it is the time you doubt, I have nothing to say; but, if it is a question of coasting 'hands off,' I would like to say that it is not anything extraordinary, as I have coasted half a mile with my hands in my lap, and I am the reverse of expert in riding. A friend of mine, who has been on my machine a half dozen times of a few minutes each, always folds his arms when he coasts, but, as he is very expert and can ride almost any kind of machine at sight, it is to be expected. My mount is a Rudge Bicycleette."

THE N. C. U. have made the startling discovery that the "Surprise Dart Safety Tricycle" is *not* a tricycle at all. This decision of the N. C. U. has completely upset all our notions of what a tricycle ought to be. We turn to the rules of the N. C. U., and we find they say a tricycle is "any machine three or more wheeled, two or more tracked." Then we turn to the cut of the Surprise, and we see a three-wheeled machine making three tracks!! The ruling of the N. C. U. is a positive proof that that organization can make black into white. With such power as this, the N. C. U. ought to be able to purify the rankest, most corruptible beat in the professional or amateur ranks into an amateur, guileless and pure. We know of a few specimens that we would like to see purified by this infallible and all powerful body which can decide beyond cavil, a tricycle to be a mowing machine, or bicycle to be a locomotive.

THE NEW SCIENCE OF WILL POWER AS APPLIED TO CYCLING.

THE article in the Boston Sunday *Globe* a few weeks ago on Christian Science or Mind Cure has led me to think what an excellent science this would prove to the cyclist if it can be successfully worked. I learn from this article that all things in their present state are the outcome of the Mind or Life of the human being. I am told that hunger, broken limbs, sickness, cyclones, and earthquakes are all creations of a diseased and perverted Mind; that such things do not exist, but are merely the emanations of a distempered imagination. These statements are rather staggering to one who has always believed that broken bones were a disagreeable reality, and that earthquakes and cyclones were affairs out of the controlling jurisdiction of man and his Mind. To the believer in the new and remarkable "ism," we poor mortals who have not yet been able to set a dislocated bone by merely "will power," are wallowing in the lowest depths of ignorance and darkness. I propose to wake up to the delightful possibilities this new theory presents, and tell you and your readers how I have experimented and intend to experiment, and show how I, with the Power of Mind well in hand, will neutralize all the discomforts I have heretofore thought I had encountered while riding a cycle. With this Power the header will lose all its terrors. What if I do knock out half a dozen teeth, and swallow them for that matter? What if my machine does become a wreck and my nose be denuded of skin? Bosh! it is all imagination, a trick of an ill-trained mind. No such catastrophe has occurred; my Mind says so, and I believe it, though I must

confess to a funny sensation on the end of my nose, a queer feeling in my insides where the teeth have lodged, and a sense of bareness pervading my gums. As to the damaged bicycle, my Mind, with a very little effort, straightens out the buckled wheel, the bent pedal and puts back in place the broken spoke. This is, we know, hard on the repairers, but what is the use of having a Mind unless I use it? When I have gotten this Mind of mine well in hand I expect to have great sport with those who have a Mind and do not know how to use it. How I shall laugh to myself as I see these poor benighted individuals toiling along against an imaginary head wind wrongly supposed, and wickedly reported by the weather bureau to have had a velocity of fifty miles an hour. My Mind will have decided that there is no head wind, or if there is it must be a fair one. How I shall chuckle when I see these same heathen struggling up a rough stony grade perspiring, groaning and swearing in an old-fashioned, mistaken manner. I shall have Willed that the grade or the bad surface do not exist except in the perverted imagination of my comrades. I shall will a surface as smooth as asphalt and as level as calm water. I tell you, Mr. Editor, I have allowed this old Mind of mine to have altogether too easy a time. It has got to work for a living now, and by the time the snow leaves the ground I and my educated Mind will surprise the boys. Oh, by the way, knowing that the snow and vile condition of the streets were "all in my eye," according to the new theory, I Willed that the streets be dry and smooth and then started out to ride. I must confess *sub rosa* that the old Mind did not work, as I was apparently aware that the ground was very wet, and that I appeared to cause much merriment on behalf of some passers-by. This, however, was of course imagination. If I was not a convert I should say my nose is very sore, but it isn't, that I am prepared to aver, even if I don't like to have anything touch it. I shall be obliged to give you full account of how I progress in getting my Mind tractable and docile. I am going to try it on my landlady and see if I cannot convince her that I am not six weeks in arrears. If I cannot do this I am afraid my Mind will have to take my stomach into partnership.

"CULTURE."

TO WILLIAM A. ROWE.

THE nation's eyes are on you, Billy Rowe;
And we've millions bet upon you, As you go;
Don't you let Dick Howell beat you, Or there'll be none here to "treat" you,
For we'll be a bankrupt country, Billy Rowe.

Let Richard do the head-work, Billy Rowe;
Just you freeze on to the ped-work, Every show;
Cut the pace out fine and large, And sail by that loitering barge,
And show him you can travel, Billy Rowe.

Do him up so jolly brown, Billy Rowe;
That 'twill flatten London-town, Don't you know;
Break the records by the mile, In your good old Springfield style,
And come home like Julius Caesar, Billy Rowe;

The fire-works are waiting, Billy Rowe;
And the prospects are elating, You should know;
For a grand jubilation, In your honor, by the nation,
And "with cards" to All Creation, Billy Rowe.

You shall live on milk and honey, Billy Rowe;
With the "Surplus" for pin-money, —All free blow;
You shall revel like a lord, And the nation pay your board,
If you'll ONLY DO UP HOWELL, Billy Rowe!

PEDALS.

EUROPEAN TOUR.

To my many cycling friends, and other readers of the *Bi. World* who may be interested, I would say that I am now making arrangements for a European cycle tour for a party of twenty-five, to take place during the summer of 1889. The route will be across Ireland, England, France, Switzerland, down the Rhine to Antwerp, where steamer will be taken for England. The party will leave America the latter part of May, 1889, and be gone about three months. At both London and Paris (World's Fair in latter city) halts for a week or more will be made. I should be pleased to correspond with those wheelmen who take interest in the contemplated trip.

Your truly, F. A. ELWELL,
152 Pearl St., Portland, Maine.

WE OFFER A MEDAL.

THE "aged riders" are waking up, and records of rides are being received right along. The latest is from Indiana, and is as follows: "Last June I. C. Doan, of Richmond, Ind., aged fifty years, rode a light roadster to Indianapolis (seventy miles) in the forenoon. At the end of the first fifty miles he made a ten-mile spurt in three-quarters of an hour. The same afternoon he rode out to Crawfordsville, forty miles further. Next day rode sixteen miles, visiting the Crawfordsville road race, returned to Indianapolis by rail in the evening, and jogged back to Richmond next day on his wheel, and was neither stiff nor sore. Entire riding distance, 196 miles. Put him among ye ancients." In connection with the above we have it on good authority that Mr. McCune, President of the Springfield Bicycle Co., thinks nothing of his sixty miles a day at a ten-mile clip. By all means let us have a veterans' race at Baltimore, Md., next June. In order to bring about the event, we hereby offer a gold medal to be competed for at Baltimore during the June meet of the L. A. W. on the following conditions:

Age of rider must be forty-five years or over; distance to be covered, two miles; any form or type of road machines, only, to be used. Entrance free, but entries, with age and machine to be used, must be received at this office by May 20th next.

THE HILL CLIMBING CONTEST.

WE learn from the *Athlete* that arrangements between Greenwood and Wells have at last been completed, and we are told that: "The first contest will take place on Kimmswick Hill, St. Louis, on Saturday, June 30th, or on the following Monday in case of rain. The second contest will be held on Eagle Rock, July 28th, and if a third race is necessary it will take place on Corey Hill the first week in August. The rules will be the same as those usually governing hill-climbing contests, the man climbing the hill in the quickest time to be declared the winner. In case either contestant is thrown out by an accident to his machine, he will be allowed to repair the damage and make another trial. The winner of two out of three races will be declared champion of America. The loser will pay the railroad and hotel expenses of the winner, and also the entire cost of the \$50 championship medal." We are of course personally sorry that the contest on Corey is made provisional; but we hope that each man will prove successful on his "native hill," so that Corey will be the scene of the deciding battle. In the meantime we should like to hear from Mr. Wells as to the proposed match between himself and Mr. Shurman of Lynn? We are advised that Mr. Shurman thinks "12 times up and down Corey" within his capacity. We hope this fact won't discourage Mr. Wells.

A NEW FIRM IN THE BICYCLE MANUFACTURING BUSINESS.

THE Warwick Cycle Mfg. Co with factory and headquarters at Springfield, Mass., is a new firm in the country, but the name of Warwick as connected with some of the most valuable improvements in construction, is by no means a new or an unknown combination to most of our readers. The President of the American Company, Mr. George T. Warwick, is the son of Mr. Thomas Warwick, of Birmingham, England, the patentee of the celebrated Warwick rims and backbones. This English firm, is probably, one of the most extensive and successful makers of bicycle material in that country. For some time past Mr. George T. Warwick has been in this country looking the ground over, and the results of his investigations have brought about the establishment of a firm to manufacture cycles in the United States. As yet the new concern have not made any public announcement as to their products, but in a general way we learn that rubber cushions are to be used in the construction in a way to minimize the jar as much as possible.

The backbones and the rims will of course, be of the celebrated Warwick patents; the bearings will be ball with vertical adjustment. There will be several new features included in the new machine, among which will be an improved way of detaching handle-bar, putting in spokes, the details all of which will have attention in full when the company are ready to announce. The officers of the company are: President, George T. Warwick; Vice-president, D. L. Swan; Treasurer, George K. Tapley; Secretary, Fred. R. Swan. The machinery for manufacturing is being constructed, and the company hope to be running by May 1. They manufacture a full line of bicycles and also tricycles. They will also make spider-web wheels for carriages. These wheels will of course be stronger than the bicycle wheels and there will also be a rubber cushion at the end of each spoke.

THAT FATAL ACCIDENT.

THE death of Mr. Edward A. Paul last Monday week, has caused a great sensation among wheelmen in Washington. As we went to press one day earlier last week, the news and particulars failed to reach us in time for publication. The facts are briefly: At about 5.30 Saturday week, Mr. Paul started out on his bicycle to ride to Whitney Close; on his return and nearly opposite his house, No. 2410 14th street, a colored man riding a horse at a furious pace, ran Mr. Paul down, throwing him to the ground and fracturing his spinal column. Mr. Paul retained his consciousness almost to the last, although below his shoulders he was completely paralyzed. At the time of the accident Mr. Paul was on the proper side of the road, and there was plenty of room for any vehicle to pass. Eye-witnesses say that Chase was urging his horse; on the other hand Chase avers that the horse became unmanageable, and that he could not control its speed or direct its course. Chase was arrested and released on bail, but on the death of Prof. Paul he was rearrested to await the coroner's verdict. Professor Paul was the Principal of the High School. Action was taken by the Alumni of the High School, and his funeral was largely attended by school officials, also by a large number of cyclists. Prof. Paul was a young man, being in his 33d year; he was born in Haverhill, Mass. The "Capital Club" called a meeting and took steps to raise funds to carry on and prosecute the case. Much indignation is felt by all at Chase for his reckless riding, and the awful results thereof. We requested information by wire as to coroner's verdict, but up to the time of going to press we have received no word.

LATER.—Since the above was written and put in type, we have received advices, that the Coroner's Jury has returned a verdict that Edward A. Paul came to his death through a collision caused by the careless and reckless riding of James M. Chase. Chase will be held for action of Grand Jury.

RACING IN PHILADELPHIA.

YOUNG McDOWELL, the Philadelphia professional, was tendered a benefit Saturday evening, at the Elite Rink, by the South End Wheelmen. The races: One-mile, Pennsylvania Club,—Halsted first, in 2.57 3-5. Fuller dropped out. One-mile, South End Wheelmen—Betchold had a walk over. Time, 3.12 4-5. Bailey had also a walk over in the one mile, Century Wheelmen. Time, 3.04 2-5. One-mile, Camden Wheelmen—Weaver first, 3.09 2-5. Potter second. One-mile novice—H. M. Green, first, 3.16 3-5. Draper a close second, 3.17. One-mile open—Halsted first, 3.03 2-5. Potter second, 3.06 4-5. One-mile inter-club between Bailey, of the Century Club, and Halsted, of the Pennsylvania, won by the latter in 3.04. There was also some fine fancy riding by J. M. Stout, the deaf mute rider of New York, solos by Prof. Kennedy, and some remarkable shooting by Medis the Rifle Queen. The officers were: Judges, W. D. Roberts, C. A. Snyder; timers, Frank Kohler, W. D. Supplee; clerk of course, J. A. Green; starter, G. N. Strong; referee, J. A. Wells.

"We were glad during the past week to make the acquaintance of J. Purvis-Bruce, the Scotch-American correspondent of the *Bicycling World*, who up to now has been only known to us by his writing under a *nom de plume* ('Gentleman John'), which raised our wrath each time we came across it. Mr. Bruce is a most amusing companion, and we can understand now, the many complimentary things that have been said about him at various times by our American and English exchanges, and we hope to see a good deal more of him before he leaves these shores. There is something about his

face, surmounted by its curly head of hair, and light tweed-covered figure, which seem to make him on the best of terms with everyone, and now he has discarded his *nom de plume*, we shall have the very greatest pleasure in meeting him, if not in every-day life, in the pages of the leading American cycling paper." The above we take from *Bicycling News*. We must ask our good friends of the *News* to pardon us, but the wording of the above would indicate that Mr. Purvis-Bruce has taken to wearing a "light tweed-covered figure" above his face! We have tried to figure the thing out, but we become perplexed and bewildered trying to imagine the genial Scotch-American "upside down and every way." Now we expect to get a lesson on punctuation from Mr. Harmsworth, but the off-hand reading of the above paragraph struck us on our funny side, and we hope there will be no reprisals inflicted on us and ours for our temerity in thus jokingly alluding to above kindly notice of Mr. P.-B.



"BOYCOTT CORBIN."

Editor Bicycling World and Bulletin: Dear Sir—Right heartily do I endorse "Wing-Foot" in his article against Corbin and his pet monopoly, the Long Island R. R., and bitterly do I regret my numerous shekels that have gone to enrich it. Now as there is no law, or power in the League to give us redress, nor, as I opine, any great superfluity of cash in the treasury to conduct such a fight, why cannot we boycott Mr. Long Island Corbin by building a cinder path from Brooklyn to Jamaica, where good riding commences, by popular subscription, as wheelmen have done in other parts of the country?

I am sure that this can be done for a much less sum than what we spend for transportation in one season, and I for one will do my level best to promote the scheme financially and otherwise.

Won't you kindly give this space in the *World and Bulletin*, so that some one or more well known wheelmen who will give weight to the undertaking, will take it up in a manner to place it before our brotherhood? I would gladly start the ball rolling myself, but am at loss how to proceed, and indeed, this is the first time I have raised my voice in the interest of our fraternity, much as I may have been tempted to do so before.

L. A. W. No. 14763.

Brooklyn, April 4th, 1888.

[We shall always be glad to hear from you.—ED.]

THE ROADS QUESTION.

Editor Bicycling World:—I must say I certainly agree with Brother Ratchet, of New Jersey. Certainly we must all admit our poor roads keep back the bicycling fraternity from numbering thousands, aye, tens of thousands, more than they do at present. The long-headed wheelmen do not expect to see the millennium for bicyclists come, after a few determined but short efforts on their part to secure advantages and rights essential to the rapid increase of wheeling and wheeling-interests in the United States. The old adage, "what is everybody's work is nobody's work," holds true here, as elsewhere. A "live committee," not in each State, but in every Territory containing so many wheelmen, would, I am sure, at least serve as a nucleus, from which in ten years, possibly in five or even less time, a wide-spread and determined movement in the interest of good roads would sweep over the country, leaving in its train good roads, provisions for keeping them good, and a multitude of bicyclists arising in every town and village. From my own observation, I have arrived at the conclusion that the prejudice and indifference of legislators and farmers which has in the past kept our roads in such a deplorable state arises chiefly through ignorance. In every division the Chief Consul could select from a large class of able writers a few of the most enthusiastic, who could be relied upon to keep the local papers supplied with articles clipped from wheeling periodicals, dwelling chiefly on the benefits to be derived from good roads by farmers, who must use this means to obtain a market for their goods, and in fact by all owners of horses. In every State Legislature men can be found able and willing to pro-

pose a bill for the improvement of roads. All that is needed is pressure brought constantly to bear upon our noble (?) politicians. And that pressure can be laid on best, in my judgment, when particular bicyclists feel an especial responsibility in the matter. If we would change the character of the broad river we must begin at the fountain head. If we can succeed in localities, if we can educate people generally to realize the benefits accruing to them through improved roads, it is not an impossibility we may see in the future, even so seemingly radical a plan as that proposed a few issues back, namely to devote the surplus in the United States Treasury to the bettering of our roads, prove a glorious reality. Let us keep this matter constantly before us, and who has ideas, let him express them in the *World*. L. A. W. 7504.



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THE actual capacity at one time of the enameling furnaces of the Gormully & Jeffery Mfg. Co. is one hundred complete bicycles.

WE are pleased to learn from the Holmes Co., that the demand for their excellent line of goods especially adapted to the cyclists' use, is very large this year. Riders should place their orders soon, and not wait until the season is really opened.

If you desire to ride safe and attain speed, climb hills with ease, ride rough roads with but little vibration, buy the 1888 pattern Springfield Roadster. \$75.00. ***

It is stated that, out of the many hundreds of Columbia Light Roadsters that were fitted with the tubular rear fork during 1887, not one has been known to break or twist. This is one of the specialties for 1888.

THE Rudge machines gave such satisfaction last year that, beyond a few minor details, it has been difficult to improve them, and their sterling worth will be well appreciated by the riders who desire a high class English mount.

MR. VICTOR R. PYLE, of Wilmington, Del., reports that he holds the Third St. hill records for that city on a Springfield Roadster.

C. J. BROWN, of Florence, Mass., has taken a travelling position for the Springfield Bicycle Co., in place of Geo. M. Hendee who has gone to Chicago to assist C. F. Stokes in representation of the Springfield Roadster in that city. Mr. Hendee reports prospects and business good.

OUR Philadelphia correspondent reports on trade from his standpoint as follows: "Messrs. Tryon & Co. sold twenty-one Victor safeties last week, and five light roadsters. That's how cycling is booming this season, and the safety in particular. Mr. H. B. Hart also reports an increased demand, and prospects were never so good for a lively trade. I had a letter from Mr. C. R. Overman last week dated from Fort Wayne, Indiana, in which he tells me that they alone have booked over four times as many orders as last year."

ONE HUNDRED DOLLARS buys the 1888 pattern Springfield Roadster, with ball-bearings all round; two rows of balls on each side of front wheels, two rows on each clutch-shaft, and one on each side of front wheel; two rows on each clutch-shaft, and one on each side on rear wheel, with our overlapped side-fork fastening, which makes a very rigid and firm anti-fraction bearing. ***

It is deemed by the makers that the American Light Champion is the lightest of the light roadsters, a 54-inch '88 pattern, with all on, weighing but 37 1-2 pounds.

THE Rover, made by Starley & Sutton, is one of the strongest all-round machines made. Messrs. Starley & Sutton have always insisted that the "five-side" frame was the only proper one to use in this type of machine. That they are nearly correct is proven from experience of other makers. We expect to see a good many of Starley & Sutton's machines in the United States this year.

THE New Mail pattern for 1888 has been tried on the road this season, and a well-know rider was heard to remark that "it was the easiest-running machine he ever bestrode." This must be an exceedingly gratifying verdict for Messrs. Read & Sons, as they have aimed conscientiously to make the bearings of the New Mail as fine as human ingenuity can devise.

THE Rudge Crescent Tandem for 1888 shows many improvements in details, and the splendid advantages of this machine were warmly appreciated by its many riders last year.

THE Gormully & Jeffery Mfg. Co. have recently added a retail department to their factory. A handsome store has been provided on the main floor, and a full line of the American cycles, in every variety and finish, silently solicits the patronage of any visiting customer, though a competent salesman is in charge.

MR. ROSS, of W. B. Everett & Co., has just returned from a short but exceedingly successful trip Westward. Mr W. A. Doane, late of Stoddard, Lovering & Co., has accepted a position in Denver, Col., with W. L. Van Horne, and will push the Apollo in that vicinity.

THE inquiries made through the mail and personally to William Read & Sons by riders for information in regard to the Ivel Safety have been very numerous, since it became known that that firm were to handle this celebrated machine for this country. American riders should congratulate themselves that these wheels can be bought in the United States. If it is true that imitation is the highest kind of flattery, then Dan Albone ought to be happy, as the Ivel's lines have been carefully copied by more than one prominent maker. See our advertising columns for the announcement of this machine.

MR. R. OVERMAN has just returned to town, after an exceedingly successful trip out West. In fact, Mr. Overman says that business has never been so good with his firm as it is this year.

OUR St. Louis correspondent writes: "Mr. J. B. McCune, of the Springfield Bicycle Mfg. Co., paid the city a visit on April 3 and 4. He brought on a 46-inch Springfield Roadster with him, and requested Hal Greenwood to give it a trial. Hal at once complied, and in company with Mr. McCune rode out to Son of a Gun Hill, to test its qualities. Although Hal had been on this machine but once before, he had no trouble in climbing Son of a Gun with ease. After this performance he tackled the "Undertaker," a much steeper grade, and succeeded in climbing it two rail lengths beyond Arthur Young's mark. This is indeed a wonderful performance, and in a way establishes the reputation of the wheel, as being a hill climber, par excellence.

WE understand that the Kingston Knitting Company, are receiving many compliments from buyers of bicycle and Athletic goods for their elegant styles and excellent fitting garments, and their very reasonable prices.

THE English papers assert that Rowe will ride a new Rapid in his forthcoming races.

H. SQUIRES, of 178 Broadway, New York, and Strong & Green, of Philadelphia, will handle the Club Cycles for the coming year. The Coventry Machinists' Co. have just received an invoice of light 36-inch Marlboro's.

THE new check-nut and duplex screw which is fitted to the heads of the Columbia Light Roadster and Expert will convince any rider who advocate ball heads that, so far as keeping the head tight, these two improvements render that part of the machine as perfect as possible.

WE would remind Grand Rapids *Star* that this paper does not recognize anonymous communications. On receipt of name we shall be pleased to have our anonymous friend's letter put in type.

MR. ALICK HILL, of the Coventry Machinists' Co., has started on his business trip through this country. He has already made it evident that the Club bicycles will play a very prominent part in the total sales of machines made in the United States during the season of 1888.

THE FACILE SWALLOW.



Julius Wilcox, Importer, 33 Murray Street, New York.

The front-driving Geared Facile is identical with the familiar ungeared in shape and proportions (40 and 42 being the usual sizes), and in appearance is not distinguishable from that at a glance, as the only visible differences are in the small gear-wheels added and the slightly longer levers. Both the front and the rear-driving patterns were delayed in 1887, by some changes required in the patent geared axle, which has cost \$5,000 to perfect, said to be one of the most beautiful pieces of mechanism ever put into a bicycle. In a general way, the rear-driver may be called a Facile reversed, the rider facing the back wheel and pushing that first. The driving axle is double, consisting of a hollow one connecting the hubs, and having as a fixture with it and the left hub the larger of the two-toothed wheels, outside the fork; within this hollow axle is placed the usual solid one, having the cranks on its ends. The inner axle runs freely and independently within the hollow one, and connection for the driving is made by the smaller toothed wheel, borne on the end of left crank, which transmits power to the larger toothed wheel. The left lever pulls down on this small pinion; the right lever in turn lifts it up, transmitting power through the solid axle and left crank, both levers driving alike. The effect is that, while the cranks and solid axle make one turn, the hollow axle and the wheel make one and a half.

The frame of the Swallow is wholly unlike any other machine. It consists of two Y's with their tops meeting above the wheel, and joined there by a Δ tube, which serves as a backbone and also (being concave on its under side) as a mud-guard for the wheel. The single arms of the Y's form extensions for the levers, which are a little lengthened to offset the gear, the crank remaining the usual Facile length, three inches. A short curved tube carries the front of the saddle, and on its forward end the steering neck. The brake is a "plunge," the spoon having extra length to offset its working on a smaller wheel. The handles have a backward inclination. Handle-bar and brake-lever adjust together in height, and for convenience of stowing or packing are easily swung round parallel with the wheels, or removed altogether. Step (not shown in cut) is on extension. Lamp will be borne by a spring carrier on front fork. Foot-rests are not shown, but will probably be attached just back of the head, where they will have the peculiarity of not being interfered with by the turning of the wheel. Saddle is a special one, borne on three springs, supported on the three upright tubes, and adjustable in height. Steering-wheel is 28 inches; the driver varies from 36 to 42; the standard size—38, geared to 57—will fit nearly all persons.

Entire frame, including handle-bar, levers and connecting rods, is weldless steel tubing. Spokes are usually direct, and rims solid; but tangent spokes with hollow rims may be used. Head is the matchless "Abingdon," bearings are the Facile double-ball, cross bearing being adjustable ball; the axle runs on five rows, and the machine contains in all 20 balls, the largest number ever put into a cycle. Finish, polished enamel with nickel trimmings.

The front fork has great rake, but the centres are in line with the point of contact with the ground; steering is all that could be desired, and the machine can be ridden without hands.

In material, construction and finish this machine is as fine as can be produced, and it may be added that riders whose ideas of the Facile are based on the machines of a couple of years ago are not aware of the progressiveness and improvement in them since. Increased skill is shown in them in many points; for instance, not only in the "Abingdon" ball neck, but in the insertion of the ends of the tubes into the solid lugs, instead of vice versa, the result being to not only improve the brazing, but to protect the tube ends from burning in the process. This particular "tip" was found on the Humber machines at this year's show by the representative of one of the cycling papers, and was by him innocently credited to "the wonderful mechanical genius of Mr. Humber," whereas it was seen in last year's show on the newer Facile patterns, and has been used by them ever since.

The following points of superiority over the chain machines are claimed for the geared Faciles by the makers, and are enumerated by the importer as follows:

1. Position of rider, the Facile action being fully vertical, on rising as well as descending pedal.
2. Shorter stroke: with a 6-inch crank and average gearing, the foot on the chain machine goes 37 3/4 inches to drive the wheel 170, whilst on the geared Faciles it goes only 24 inches and drives the wheel 188 1-2.
3. Much easier as well as slower and shorter stroke.
4. Tread the narrowest ever attained, which in part accounts for the easy running.
5. Greater speed, with riders equally matched.
6. Better on hills, notwithstanding the gear averages six inches higher.
7. Less vibration, the wheels not being so extremely small.
8. Pedals do not go so near the ground, hence less liable to strike stones.
9. Lighter in weight, not because more slightly built, but because having fewer parts.
10. Bearings entirely escape the special and severe strain which those of the chain-wheel and driving-wheel must bear from the pull of the chain.
11. The gear wheels have less friction than the chain, and are much less exposed to trouble from mud and grit.
12. The gear wheels need less lubricating, and this is done more easily.
13. The gear wheels are easily cleaned.
14. The gear is noiseless, which a chain is not, and the Facile has no rattle from guards.
15. The Facile gear excels the chain in durability.



ABBOT BASSETT, Secretary-Editor.

MUCH has been said in the press concerning the Kentucky bill, prohibiting cycling, and it has been stated that the League was doing nothing in the matter. It is not with the blare of trumpet and the beat of drum that the League does its work, and in this case, as well as many another, a deal of quiet work is going on. The Rights and Privileges Committee took up the Kentucky case a long time since, and immediately communicated with the Chief Consul of Kentucky, giving instructions as to advised methods of procedure. The Chief Consul and the Committee are now in communication with the authorities, and vigorous methods will be pursued as soon as the necessity for action appears.

SINCE the above was written we have this from the Chief Consul of Kentucky: "The bill introduced in the Legislature prohibiting cycling on the Kenton County roads was refused to be acted upon by the committee to whom it was referred. Another victory!"

PRESS of business forces Chairman Cooley, of the Racing Board, to retire, after months of valuable service to the League. His election to be Mayor of North Plainfield may have something to do with the step he has taken. Mr. Caesar once remarked that he had rather be the first man in his native village than to be the second man in Rome, and Chairman Cooley may have the same idea. He will be succeeded by Gerry Jones, of Binghamton, who has been a member of the Board for several years, and who is well fitted for the position.

THE wheelmen of Washington are much exercised over the death of Mr. Paul, the principal of the high school, who was run down on his cycle by a pair of horses. A meeting was held at the quarters of the Capital Bicycle Club to take action to secure a thorough investigation. There was general condemnation of the recklessness of drivers in the streets of Washington, and a committee was appointed to collect testimony and employ legal assistance in the prosecution of the driver who ran down Mr. Paul. The lady riders sent resolutions of sympathy with the movement. Quite a sum of money has been raised to prosecute the case.

PENNSYLVANIA wheelmen who have been asked to serve as local Consuls, and those who have been requested to make

arrangements with hotels, looking to their appointment as League hotels, are requested to fill out the blank postal cards sent them, or to communicate with the Chief Consul at once, in order to expedite the issue of the road book, which is to contain a full list of Consuls and hotels.

MARYLAND APPOINTMENTS.

"The Cabin John Bridge Hotel" is hereby appointed League Hotel, at Cabin John Bridge, Md. Regular rates \$3.50 per day; rates to L. A. W. members, only on presentation of membership tickets, \$2.75 per day, or 75c. each for breakfast, dinner and supper, and 50c. for lodging.

Local Consul—Mr. G. Herbert Beckley is hereby appointed Local Consul for Reisterstown, Md.

To Consuls of Maryland Division.—All Consuls of this Division are hereby reappointed to September 1st, 1888.

A. E. MEALY, Chief Consul.

APPOINTMENT RACING BOARD.

Dr. J. H. Cooley, owing to pressure of professional duties, having resigned as member and chairman of Racing Board, I take pleasure in appointing as his successor as chairman Mr. Gerry Jones, Binghamton, N. Y., who is already a member of the Racing Board and thoroughly familiar with its workings.

T. J. KIRKPATRICK, President.

Nominations for Chief Consuls Wanted.

The Chief Consuls for the States of Colorado and Wyoming having failed to renew their membership in the L. A. W., I now declare their offices vacant. I would be pleased to receive nominations for the offices from the members in these States. Please make them at once.

T. J. KIRKPATRICK, President.

IOWA APPOINTMENT.

H. B. Cropper, Esq., has been appointed as representative for this Division, to fill vacancy caused by the non-renewal of D. G. Kirschbaum.

ROBT. L. THOMPSON, C. C. Iowa Div.

To the Maryland Division, L. A. W.

As it is very important that our membership should be largely increased within the next few months, I would especially request that each and every member of this Division put forth his every effort to secure new members. If you know any wheelmen who are not L. A. W. members, or know of any such parties, kindly send me their names and addresses at once; then call upon them in person. In the meantime I will have sent them some printed matter that may assist you materially in securing their applications. Let every member of this Division enter into this work, with the determination that he will do his share toward bringing our State to the prominent place she should occupy. You have the material to work on, and all it wants is a little effort on the part of our present members. So come forward every member, and do your share, and thereby increase your own personal benefits. Every new member of the Division secures more advantages for each and every member.

Fraternally yours,
A. E. MEALY, Chief Consul.

1521 Eutaw Place, Baltimore.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 134—Total 158—9010.

BOSTON, April 13, 1888.

CALIFORNIA DIVISION—2—313.

Unattached.
18114 Dyer, M. L., Los Angeles.
18115 Hoyt, F. T., Jr., Box 207S, San Francisco.

CANADA—1—8.

Wanderers Bicycle Club.
18116 Foster, Fred, 13 King St., Toronto.

COLORADO DIVISION—2—42.

Denver Ramblers.
18240 Calderwood, J. Macdonald, 1316 18th St., Denver.

CONNECTICUT DIVISION—2—388.

Unattached.
18242 Law, W. H., 55 Crown St., Meriden.
18117 Wilcox, H. P., Stamford.

DISTRICT OF COLUMBIA DIVISION—11—80.

Capital Bi. Club.
18120 Boteler, Frank M., Box 209, Washington.
18118 Wilson, Lewis D., 21 3d St., N. E., " "
18127 Wilkins, Ben T., Jr., " "

Washington Cycle Club.
18119 Atwater, Mrs. Geo. S., 2304 Pa. Ave., " "
18122 Dolan, P. V., 1410 Pa. Ave., N. W., " "
18126 Weber, D. E., 1246 8th St., N. W., " "

Unattached.
18121 Dodge, Herbert A., 717 A St., N. E., " "
18123 Smith, Mrs. Wm. E., 1827 Vermont Ave., Washington.

18124 Town, C. E., 1st Aud. Treas., " "
18125 Toney, J. M. G., 1315 10th St., N. W., " "
18128 Tegeler, Miss Ella M., 716 12th St., N. W., Washington.

GEORGIA—1—15.

18243 Ingram, T. L., Columbus.
ILLINOIS DIVISION—13—500.

Streator Wheelmen.
18216 Colley, Lisle R., 55 River Ave., Streator.
18217 David, Lester W., 41 Main St., " "
18218 Elder, Edgar B., 2 Blooming St., " "
18219 Holmes, E. S., 9 Main St., " "
18226 Vanloon, E. C., 40 Main St., " "

Ottawa Cycling Club.
18120 Estabrook, Geo. P., Ottawa.
18130 Hess, Louis W., " "
18131 Lynch, Thos. J., " "

Unattached.
18132 Fitzwilliam, Wm. R., Bloomington.
18133 Loch, Harry M., " "
18134 Loventroun, Otto A., " "
18244 Finker, Chas., 182 Dearborn St., Chicago.
18221 Farrell, Felix E., Jacksonville.

INDIANA DIVISION—3—105.

Terre Haute Bi. Club.
18222 Griffith, V. N., 520 Wabash Ave., Terre Haute.

Unattached.
18223 Chase, Frank W., La Fayette.
18134 Wright, Nat C., Connersville.

IOWA DIVISION—7—114.

Dubuque Wheelmen.
18136 Blockinger, Albert H., 110 Broadway, Dubuque.
18137 Eckert, Frank B., 230 Bluff St., " "
18138 Grievish, Ed. W., " "
18139 Guyett, Rod. G., Box 256, " "
18140 Herrenig, F. L., L. Box 17, " "
18141 Sears, Nathan F., 1592 Locust St., " "
18142 Upton, Chas. N., " "

KANSAS DIVISION—1—108.

Unattached.
18245 Schwinn, Benj. F., Fort Scott.

MARYLAND DIVISION—23—208.

Baltimore Cycle.
18224 Abbott, C. F., 302 So. Chas. St., Baltimore

Hagerstown Bi. Club.
18143 Beck, J. Ed., Hagerstown.
18144 Dayhoff, Harry E., " "
18145 Grove, Clinton R., " "
18146 Hays, Chester I., " "
18147 Hays, R. M., " "
18148 Kelley, Malcolm S., " "
18149 Lechleider, Martin L., " "
18150 Lutz, Thos. W., Box 1, " "
18151 Miller, Emory H., Drawer L., " "
18152 Mobley, L. R., " "
18153 Mobley, W. B., " "
18154 Miller, A. W. S., " "
18155 Morrison, W. B., " "

Unattached.
18156 Stackhouse, Geo. F., care of W. S. Bomberger, " "

18225 Hubbard, Alvard, 116 N. Howard St., Baltimore.
18161 Gillet, Edgar, 410 S. Eutaw St., " "
18162 Molinar, W. R., 217 South St., " "
18163 Sadler, Albert, 2100 Druid Hill Ave., " "
18168 Caldwell, R. L., " "
18169 Henry, Robt. S., " "
18170 Rich, Alex. M., Reisterstown.
18160 Rich, Geo. Herbert, " "

MASSACHUSETTS DIVISION—12—1013.

Chelsea Cycle Club.
18164 Catlin, W. A., care of E. R. R., Boston.
18165 McCune, W. E., Box 704, Everett.
18248 Thomas, A. E., So. Easton.

Roxbury Bi. Club.
18247 Silver, Joseph G., 7 Berlin St., Roxbury.
18246 Davis, F. R., 725 4th St., So. Boston.

Unattached.
18166 Gray, Frank M., 417 Wash. St., Boston.
18167 Hill, A. S., 230 Columbus Ave., " "
18168 London, I. Freeman, 210 Tremont St., " "
18170 Hewett, Herman S., Brockton.
18169 Colum, Dr. H. W., Lowell.
18226 Hills, E. E., 8 Wash St., Worcester.
18227 McConery, Chas. F., 419 Main St., " "

MICHIGAN DIVISION—2—201.

Unattached.
18171 Courtney, G. Y., 302 2d Ave., Detroit.
18172 Shanafelt, W. C., Three Rivers.

MISSOURI DIVISION—6—281.

Joplin Bi. Club.
18249 Henricks, J. W., Joplin.
18250 Jenkins, T. B., " "
Unattached.
18173 Rutledge, W. T., Monroe City.
18174 Scott, F. A., Moberly.
18228 Brugler, Rev. Chas. F., 1615 Lucas Pl., St. Louis.

18229 Greenwood, S. N., 3017 Dickson St., " "
NEW JERSEY DIVISION—3—570.

Dennisville Bi. Club.
18175 James, Flavell W., Dennisville.
Unattached.
18176 Clarke, Geo. H., 15 Robinson St., New Brunswick.
18177 Williams, Will F., Box 779, Plainfield.

Auburn Cycle Club.
18252 Cossum, Fred J., 2 Mary St., Auburn.
18253 Ellis, Frank M., 34 Genesee St., " "
18254 Forrest, Chas. A., 165 Van Anden St., " "
18257 Osborn, Herbert, 77 Seymour St., " "

Citizens' Bi. Club.
18178 Ross, Reuben W., 317 W. 32d St., New York.
Long Island Wheelmen.
18230 Cole, W. L., 505 Carlton Ave., Brooklyn.
18231 Hare, W. Irving, 224 Wash. Ave., " "
18232 Topping, A. P., 276 Classon Ave., " "

New York Bi. Club.
18179 del Genovese, Albert, 66 Fulton St., " "
Syracuse Cycling Club.
18180 Schell, H. R., 74 So. Salina St., Syracuse.
Yonkers Bi. Club.
18233 Kingsbury, Arthur W., 49 Warburton Ave., Yonkers.

Unattached.
18185 Hecox, W. H., Jr., 29 Chestnut St., Binghamton.
18182 Nickerson, L. M., 89 So. 9th St., Brooklyn.
18183 Doll, A. M., Gas Light Co., Buffalo.
18255 Kellogg, H. W., Castile.
18184 Lucas, T. W., " "
18185 West, Chas. F., Claverack.
18234 Blanchard, H. J., Glen's Falls.
18251 Cooke, Alfred Sherman, Gas Light Co., Grotton.

18181 Thornall, Clarence E., 1133 Lexington Ave., New York.
18187 Keeler, Harvey T., Walden.
18258 Wright, Arthur T., " "

Ontario Division—16—707.
Canton Bi. Club.
18260 Trump, H. A., Eagle Block, Canton.
Orville Bi. Club.
18235 Bechel, H. M., Orrville.
18236 Tanner, P. E., " "
Toledo Cycling Club.
18189 Fisher, Geo. M., Jr., 135 Summit St., Toledo.
18190 Hodge, James, " "
18191 Knights, Carl, Pliny, Watson & Co., " "
18192 Nelson, R. A., Collingwood Ave., " "

Wellington Bi. Club.
18193 Crabtree, Vincent, Wellington.
18194 Horr, Chas. P., " "
18195 Wight, John W., " "
Unattached.
18197 Howells, J. A., Bridgeport.
18198 Scott, J. M., " "
18201 Smith, E. R., 9 Roulard St., Canton.
18202 Smith, Mrs. E. R., 9 Roulard St., " "
18196 Clark, Herbert, Wellsville.
18259 Sigmond, Will S., Springfield.

PENNSYLVANIA DIVISION—11—1188.
Chambersburg Wheel Club.
18199 Rhinchart, L. M., Green Village.
Unattached.
18203 Shutt, Will J., Bloomsburg.
18204 Phillips, S. Jones, Kenneth Square.
18239 Swigert, J. Clyde, Newville.
18201 Bowne, W. N., 1023 Spruce St., Philadelphia.
18203 Edwards, R. E., 305 Walnut St., " "
18202 Chambers, Wm. P., 909 Penn. Ave., " "

18237 Cornice, E. P., Central Stock Yds., Pittsburg.
18238 Myler, T. F., E. Liberty " "
18205 Weaning, Arthur F., Waynesboro.
18200 Ballinger, A. L., 746 W. 4th, Williamsport.

RIODE ISLAND DIVISION—17—192.
Social Wheelmen.
18206 Campbell, Ernest W., 231 Prairie Ave., Providence.
18207 Thornton, Edward C., 110 Oxford St., " "

Unattached.
18207 Tyler, Geo. F., Anthony.
18208 Walker, Arthur C., Centerville.

18212 MacAllen, Geo. I., Central Falls.
18204 Andrews, Tancy G., 121 Federal St., Providence.
18206 Bruce, B. T., 403 Pine St., " "
18271 Collins, J. F., 25 Anden St., " "
18208 Campbell, Chester L., 135 Pavilion Ave., " "
18209 Donle, Fred. H., 45 Spring St., " "
18210 Mackold, F. W., Box 295, East Providence.
18211 Worrall, Henry, Jr., 13 Haswell St., " "

18213 Phillips, H. O., 170 Broad St., Pawtucket.
18214 Walker, Hugh, Saylesville.
18270 Campbell, James, Box 661, Rumford.
18205 Foster, Charles A., Washington.
18206 Foster, George A., " "

VIRGINIA DIVISION—1—78.
Unattached.
18215 Patrick, R. J., Hampton.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—
Universal Cycling Club, Brooklyn, N. Y.

NEW CLUB.
Dubuque Wheelmen, Dubuque, Iowa.

All memberships in the League of American Wheelmen expired Jan. 1, and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,.....

Club,..... P. O. Address,.....

City and State,.....

References:.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

LEAGUE MEET COMMITTEES AND HOTEL ARRANGEMENTS.

The annual meeting of the L. A. W. will be held at Baltimore, Md., June 18, 19, 20. Correspondence relating to matters connected with the Meet should be conducted with the chairmen of the different committees, as given below:—

General Committee.—Chairman, A. E. Mealy, 1521 Eutaw place; Secretary, R. M. Lockwood, 1731 McCulloh street. This committee is made up of the chairmen of the different sub-committees, and has full control of the entire arrangements for the meet.

Finance Committee.—Chairman, W. H. Beatty, No. 92 Dugan's wharf.

Reception.—Chairman, Geo. S. Hagerly, care of Keen & Hagerly, Baltimore. All communication on securing advance hotel accommodations and storage of wheels must be addressed to this committee.
Transportation (Local).—Chairman, Jos. Chisum, 10 E. Lombard street. All information as to how to reach Baltimore during the meet will be furnished by this committee, or by the

National Transportation Committee.—Chairman and Western representative, B. B. Ayres, 152 S. Hoyne avenue, Chicago, Ill.; Eastern representative, Geo. R. Bidwell, 323 West 58th street, New York.

Entertainment.—Chairman, Albert Mott, 1513 Barclay street, Baltimore.

Parade.—Chairman, E. P. Hayden, care of Drovers & Mechanics, National Bank, Baltimore.

Races.—Chairman, Sam'l T. Clark, 2 and 4 Hanover street, Baltimore.

Tours and Runs.—Chairman, F. W. Pope, 7 South street, Baltimore.

Programme (Official).—Chairman, Milton S. Wood, care of A. Hoen & Co., Baltimore.

Press.—Chairman, C. R. Eisenbrandt, 421 E. Baltimore street.

Hotel Arrangements.—The Carrollton Hotel (American) can accommodate 400 guests; terms \$2.50 to \$4.00 per day; to L. A. W. members during the meet, \$2.00 to \$3.00 per day, according to location of rooms.

The "Hotel Remont" (European) can accommodate 100 guests; terms, single rooms, \$1.50 to \$3.00; double rooms, \$2.50 to \$4.00 per day; a reduction of 50 cents per day will be allowed L. A. W. members. Suites of apartments, containing parlor, bed, bath and toilet rooms, from \$6.00 to \$10.00 per day; a reduction of \$1.00 per day to L. A. W. members.

The Eutaw House (American), accommodations for 250 guests. Terms, \$2.50 to \$3.50 per day; to L. A. W. members during the meet, \$2.00 to \$3.00 per day, according to location of rooms.

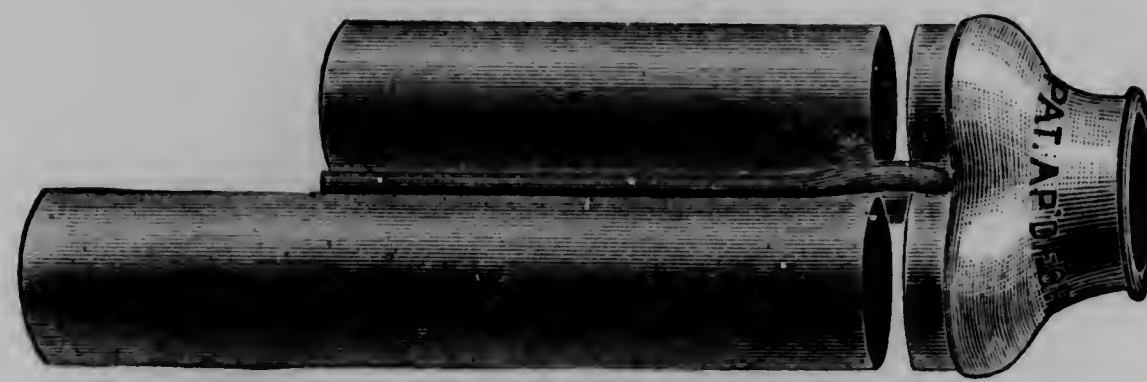
Gay's Hotel (European), accommodation for 200 guests. Terms, single rooms, \$1.50 per day; double rooms, \$2.50 per day; with a probable reduction to L. A. W. members.

MASSACHUSETTS ROAD BOOK. Those who join the League in second quarter, paying \$1.75, can get book of Sanford Lawton, Springfield, Mass., by paying ten cents. League members in other States can get book for \$1.

NEW YORK ROAD BOOK. 200 pages. Price to Division members \$1.50; to League members from other States, \$1.50. Remit to A. B. Barkman, 608 4th Ave., Brooklyn, N. Y.

CALIFORNIA ROAD BOOK. 100 pages. M. R. Gibson, 642 Hyde St., San Francisco, Cal.

OHIO ROAD BOOK. Bound in leather, \$1; in cloth, 50c. Frank C. Meyer, Canton, Ohio.



Duplex Whistle. Price, 50 Cents.

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

Springfield Bicycle Mfg. Co.,

Ask Your Dealer for
The Springfield Roadster Whistles

AND

Yost's Air-Drying Enamel.

The Best Ever Offered. 50 Cents per Bottle.



Single Tube Whistle. Price, 40 Cents.

No. 9 Cornhill, Boston.

Jersey-Fitting Underwear Co.



We call special attention
of all Athletes to our
Jersey - Fitting Garments
Each Garment in above cut we make in
three different qualities.

Send for Illustrated Catalogue and Price List.
Manufactured by

HOLMES & CO.,
17 Kingston St., Boston, Mass.
Please mention this paper.

ANKLE ACTION

(See L. A. W. Bulletin Feb. 24th) is learned the easiest and best on the EUREKA HOME TRAINER AND BICYCLE STAND. Price \$7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

Correspondence solicited.

M. A. WOODBURY,

43 and 45 Mechanic St., Bradford, Pa.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.



TOULMIN'S BUFFALO BICYCLE SHOE,

Is made of the finest genuine Kangaroo or Dongola in any size or width.

Greatly improved over 1887 Shoe; is the lightest, strongest and easiest shoe made.

Send for Circular.

Liberal Discount to Clubs and Bi. Agents.

Also Manfr. of the celebrated

Buffalo Base Ball Shoes.

W. B. TOULMIN,
77 Seneca Street, Buffalo, N. Y.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,
DESIGNS ON APPLICATION.

3 Winter Street, - Boston, Mass.

BEFORE BUYING,
SEE OUR LISTS.

HART CYCLE CO.,
No. 811 Arch St., Philadelphia, Pa.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmev and C. W. Nairn. \$2.50 per year, including postage.



TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. By Henry Sturmev. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

TWO PILGRIMS' PROGRESS. "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their setting out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

A. C. SPALDING & BROS.

Of Interest to Cyclers.

Well, here we are!!
And we've come to stay, too.

We propose to have SOMETHING of interest to say to you each week; something FRESH and READABLE.

To commence with, it will not be amiss to call your attention to our REPAIR SHOP and unexceptional facilities for repairing wheels. If you wish anything done in a thoroughly workmanlike manner we can accommodate you.

We not only claim to do repairs as they should be done, but we also claim to have the best line of wheels in the world.

The VICTOR-BICYCLE, TRICYCLE and SAFETY

VICTOR CYCLES are not NEW.
Victor Cycles are not CHEAP.

For six years they have compelled the esteem of the best riders in the land.

Though thousands make up the family of Victor riders, it is yet an exclusive family, composed only of those who appreciate the fact that it is genuine economy to buy the best.

As the horseman is judged by his beast, so is the cyclist by his wheel.

"The apparel oft proclaims the man;" and to-day, he who rides a Victor is looked upon as a wheelman of judgment. His choice is sufficient proof that he appreciates merit.

WHETHER

Mounting the hill,
Coasting the grade, or
Spinning the long miles, the

VICTOR IS NOWHERE LESS THAN VICTOR.

Its reputation has caused it to be freely copied; and it is well known that high grade cycles, in common with other lines of fine goods, are made to suffer by the cheap imitations which are offered by makers whose chief aim is to market an inferior article by trading upon the reputation of those of known merit.

If you are wise you will

Keep up with the Procession.

Your eyes will tell you that all over the land the old riders—those who have learned to know a bicycle when they see one, and who will not ride if they cannot have "the best thing"—are riding

VICTORS.

Ask any Victor rider
How his machine RUNS,
How it coasts,
How it climbs hills, and see what he says.

VICTORS
ARE
NOT
THROWN
TOGETHER
THEY
ARE
BUILT

Cycling in America having passed its pioneer period, the question now is not, "Shall we ride wheels?" but "What wheels shall we ride?" This question has been decided to the complete satisfaction of a large proportion of the Wheelmen of this country by their experience with the VICTORS, a line of wheels of the highest grade, presenting more thoroughly good features than any others.

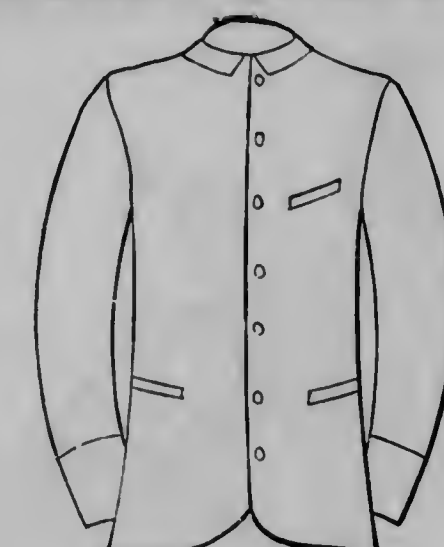
Call and examine the wheel.

SEND FOR A CATALOGUE.

A. G. SPALDING & BROS.,
241 BROADWAY, NEW YORK. 108 MADISON ST., CHICAGO.

A. C. SPALDING & BROS.

BICYCLE UNIFORMS.



COATS.

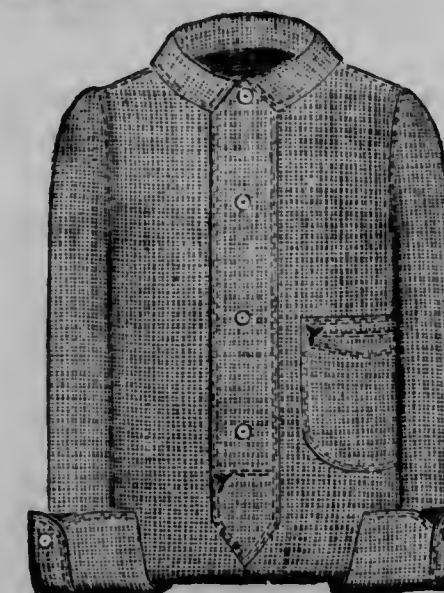
A Grade—Made to order of Special Bicycle Cloth, in Gray, Black and Navy Blue, best quality.....\$15.00
B Grade—Made to order of good quality Cloth, Gray, Black and Navy Blue..... 12.00
C Grade—Made to order of heavy Flannel, Gray, Black and Navy Blue..... 9.00



KNEE PANTS.

A Grade.....\$7.50
B Grade..... 6.00
C Grade..... 5.00

Send for samples of Uniform Material.



SHIRTS.

A Grade—Made to order of extra fine imported Flannel, best in the market.....\$5.00
B Grade—Made of fine imported Flannel..... 3.50
C Grade—Made of imported Flannel..... 2.50

BICYCLE BELTS.

No. 00. Extra heavy nickel buckle..... .50
No. 1. Leather mounted..... .40
No. 2. Best leather mounted..... .50
No. 4. Leather mounted, cotton web..... .25

BICYCLE SHOES.

No. BX. Spalding's Hand Made Kangaroo Bicycle Shoe, cut low, with leather sole and low heel.....\$5.00
No. CX. Spalding's Dongola Bicycle Shoe, made same as No. BX..... 4.00
No. DX. Spalding's Canvas Bicycle Shoe, leather trimmed and sole..... 2.50

Spalding's Catalogue of Summer Sports and Athletic Uniforms Free.

A. G. SPALDING & BROS.,
108 MADISON ST., CHICAGO. 241 BROADWAY, NEW YORK.

A. C. SPALDING & BROS.



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No. A—30. Made of same material as No. A Grade of uniforms.....\$2.00
No. B—30. Made of same material as No. B Grade of uniforms..... 1.75
No. C—30. Made of same material as No. C Grade of uniforms..... 1.25



BICYCLE HOSE.

No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....\$2.50



No. 00. New Linen Sole Bicycle Stocking. A new and specially valuable addition to the cyclist's comfort. It is a handsome ribbed stocking, made in all colors, and the feet are made of the finest linen, which is almost as soft and pliable as silk. The advantages of this stocking (which is covered by a strong patent) are of course very evident, namely, having a splendid serviceable leg, and keeping the feet cool and comfortable. Price per pair.....\$1.25

No. 0. Fine Ribbed Bicycle Hose..... 1.50
No. 1. Plain Wool Bicycle Hose..... 1.00

Spalding's Bicycle Catalogue
Mailed Free.

A. G. SPALDING & BROS.,
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Davis Patent Road Machine.



This machine is in successful operation for making new roads, and scraping all roads to a level, laying out gutters, and rounding up the middle in handsome shape. The machine is built of Ash timber and heavy iron work. The pole is 16 feet long, and so hung in the two-wheel carriage that it can be raised and lowered at will by means of the lever, as shown. The scraper is secured to the pole by means of a heavy steel spud, which allows angling to right or left by means of the circle iron, and the draft is al-

ways direct from whiffletrees to scraper through draft-rod under pole.

Send for Circular and Price.

J. W. DAVIS & CO., 134 Water St., NEW YORK.

Patented Feb. 15, 1887.

All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

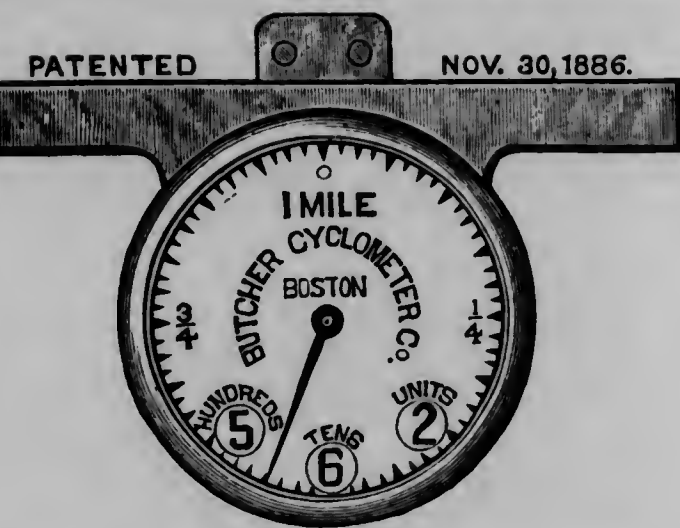
BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO., Our Spoke Cyclometer.

6 and 8 Berkeley Street,

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SENT FREE BY MAIL ON RECEIPT OF

PRICE, ... \$5.00.

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PRICE, . . . \$10.00.

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Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

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Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

BETTER THAN EVER.

**PUNNETT'S
JERSEY CLOTH GARMENTS.**

Knee Breeches only \$4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.



L. A. W. BADGES,

For Gold Pins of the Official

Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

THE TRICYCLE IN RELATION TO HEALTH AND RECREATION. By B. W. Richardson, M. D., F. R. S. By mail, 30 cents.

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IN

SECOND HAND BICYCLES

The Largest Stock North of New York City.

Guns and Sporting Goods.

Bicycle Repairing a Specialty.

F. P. EDMANS & CO.,

TROY, N. Y.

THE COVENTRY MACHINISTS' CO., LTD.

INTRODUCTION.

After twenty years of successful cycle making, we think the present a suitable opportunity for giving a short *resumé* of the work of the COVENTRY MACHINISTS' COMPANY, which is the oldest, as it is one of the largest, of the firms devoted to the production of cycles in the world.

Originally started by a few local capitalists in 1859, to provide employment for inhabitants of Coventry thrown out of work by the decay of the ribbon trade, for which the "City of Three Spires" had previously been famous, the earlier years of the Company were devoted to the manufacture of sewing machines.

In 1867, however, the bicycle first made its appearance in France; and the managers of the Company at once saw that there was a future, however long that future might have to be waited for, for any firm which took up the bicycle in a large way and with a liberal spirit. What this energetic forethought of the early managers of the Company has resulted in, as regards not only Coventry, from a trade point of view, but for the whole country, is now a matter of history.

After a few years of "boneshaker" making, a march forward was made by the introduction of the spider wheel and the rubber tyre; and in the "GENTLEMAN'S" Bicycle, the Company—in 1873—had one of the best machines up to date. This was followed by the "SPECIAL CLUB," a bicycle in which it was sought, and successfully, to reduce vibration to a minimum. This machine revolutionized the whole bicycle trade, and in spite of all imitations, the "Special Club" still retains its position as the finest roadster made. Since then two descriptions of "Safety" bicycle have been successfully sent out from the Cheylesmore workshops.

1888.

ILLUSTRATED CATALOGUE

OF THE

"CLUB"

BICYCLES AND TRICYCLES

MANUFACTURED BY THE

COVENTRY MACHINISTS' CO.,

LIMITED,

COVENTRY, ENGLAND.

U. S. BRANCH,

239 COLUMBUS AVE., BOSTON, MASS.

GEO. W. STEVENS, MANAGER.

In the interim came the early days of the tricycle, when, with lever action and a Bath chair handle to steer by, the "Speedwell" Tricycle was made by the Company, and held its own when tricycling was young. The rotary action speedily followed, and then came the "Cheylesmore," the most successful rear-steering tricycle which was ever put on the market.

Though quite content with the "Cheylesmore," from a financial point of view, the Company, having made up their mind to be in the first rank always, and to march with the times, brought out the front-steering "Imperial Club," and, to suit those who preferred the two large wheels in front, likewise made the "Sandringham Club." The fame of these two machines was as a "household word;" but still, fashion, or fancy, required something new, and the front-steerer, guided by means of a handle-bar, after a short experience on the "Ranelagh Club," merged into that tricycle which is now known most favorably everywhere as the "Marlboro' Club."

Improved, as it will be, and with a specially light pattern weighing about fifty pounds, the Company have every faith that the fame of the "Marlboro' Club" Tricycle will be even greater than it has been in the past.

In 1881 business had so developed that it was deemed desirable, in London, to abandon the agency principle, and to open a special London office, which was consequently done at 16 Holborn Viaduct. In two years this establishment had to be doubled by taking in the next-door premises, and now the Company have at once the largest and finest depot, both for window display and repairing workshops, in the British Metropolis. Branch depots of the Company also exist at 9 Victoria Buildings, Manchester; at 239 Columbus Avenue, Boston; and at 4 Avenue de l'Opera, and 34 Rue Quatre, Septembre, Paris.

The Company have also great gratification in referring to a special grant of Royal favor in the appointment of them as manufacturers to His Royal Highness the Prince of Wales—a privilege accorded to no other firm or company in the trade.

The foregoing short retrospect will, we think, enable us, without fear of a charge of egotism, to say to the public of 1888 that, since the first bicycle was turned out in 1867, up to the present time, when 600 men are busy turning out both bicycles, safeties, and tricycles in the greatly extended works at Cheylesmore, Coventry,

entry, it has been, and is, the Company's first thought to give the cycling public exactly what they want of the best possible material and finish.

For 1888 we have improved the "King of Clubs" Ordinary Roadster Bicycle, now fitted with a 24in. back wheel and Brook's International saddle and spring.

The "Swift" Safeties, while retaining all the points which made them so popular during the past season, have been altered in several details. A new and lighter-pattern frame is made, which is eminently suitable for countries where the roads are good. The No. 2 is an equally good machine of another type. The "Junior's Swift" we have been induced to make owing to the flattering reception of the "Junior's Club" Tricycle during the time it has been on the market.

The "Marlboro' Club" is improved for the coming year in various details, the driving wheels being made smaller, and four bearings fitted, if preferred, in place of the two extended bearings which were so eminently satisfactory last season. Our patent spring forks are fitted at option of purchaser. A new pattern of this machine is introduced this year, in the shape of the "Marlboro' Light Roadster, designed to meet the requirements of those who, riding on good roads, wish to travel at a rapid rate. That the "Marlboro' Club" is undoubtedly the fastest tricycle ever made will be proved by a glance at the records on page 16.

The "Marlboro' Tandems need no remarks—being so well known they speak for themselves. A new machine is made this year (non-convertible), which, we are confident, will give every satisfaction to purchasers.

We are somewhat ashamed to make our annual apology for delay in delivering machines. The large provision made, we thought, would be ample to meet any demand that might arise, but the increase of business was so great that it proved entirely insufficient. The large extensions and additions made this winter will, we trust, be sufficient to enable us to supply machines during the coming season in a more reasonable time.

OUR SPECIALTIES

PATENTED IMPROVEMENTS.

AND

In order to show at a glance the principal features that go to make up a high-class Bicycle or Tricycle, we beg to enumerate some of our most important Patents and Specialties:—

1. THE DOUBLE OR HOLLOW FELLOE (Bicycle and Tricycle).
2. THE RUBBER SUSPENSION SPRING (Bicycle).
3. SPECIALLY-CONSTRUCTED DUST PROOF & ADJUSTABLE BALL BEARINGS (Bicycle and Tricycle).
4. LOCK-NUTTED SPOKES ("Special Club" Bicycle).
5. DETACHABLE CRANKS (Bicycle).
6. THE "CHEYLESMORE" AUTOMATIC CLUTCH GEAR (Tricycle).
7. THE IMPROVED PATENT SWING LEVER BRAKE (Tricycle).
8. BALL PEDALS (Bicycle and Tricycle).
9. ELLIPTICAL OR OVAL BACKBONE (Bicycle).
10. FLUTED HOLLOW FORKS (Bicycle).
11. IMPROVED LONG CENTRES (Bicycle).
12. NEW SLIDING ARRANGEMENT FOR ADJUSTING SADDLE HORIZONTALLY.
13. NEW PATENT SPIRAL SPRING (Tricycles).
14. AUTOMATIC STEERING FOR "MARLBORO' CLUB," &c., &c.
15. NEW PATENT SPRING FORK FOR REMOVING VIBRATION FROM STEERING WHEELS OF FRONT-STEERING TRICYCLES AND SAFETY BICYCLES.
16. FOLDING HANDLE-BAR FOR TANDEM AND LADIES' TRICYCLES.
17. NEW PATENT BALL BEARING HEAD.

THE "CLUB" PATENT HOLLOW FELLOE as used in the construction of the "King of Clubs" Bicycle, the *Marlboro' Light Roadster*, and all our racing machines, is made by rolling seamless steel tubing into a crescent form, thus avoiding the inherent weakness of other forms of hollow felloe made in two parts, or folded over. We have used this felloe now for eight years with perfectly satisfactory results.

OUR NEW DIRECT TANGENT SPOKES, used in the "King of Clubs" Bicycle, are headed in the rim and screwed at a true tangent into the hub, without bend or twist of any kind, doing away with the liability to break, which is a great fault with tangent spokes laced through, or simply headed in the hub and screwed in the rim. Competent judges who saw the few samples we had last year, pronounced it the finest tangent wheel made.

THE PATENT ADJUSTABLE "CLUB" BALL BEARINGS used in all our machines, are made entirely by us, with new and improved machinery constructed for the purpose. Four years ago we laid down an expensive plant for the sole purpose of making the balls for these bearings. They are made from the finest quality of steel, and will run for years without an appreciable amount of wear, unlike the cheap rolled balls in common use.

THE "CLUB" BALL PEDALS are too well known to need much description, but should our customers prefer any other make, they will be substituted.

THE FINEST COLD DRAWN STEEL TUBING is used in all our machines, and we guarantee every part to be constructed of the very best material procurable. The nickel plating and enamelling is done by specially designed and improved processes, and the care and skill bestowed upon our machines has reaped its reward in making the workmanship and finish of the "Club" Cycles synonymous with the highest excellence attainable.

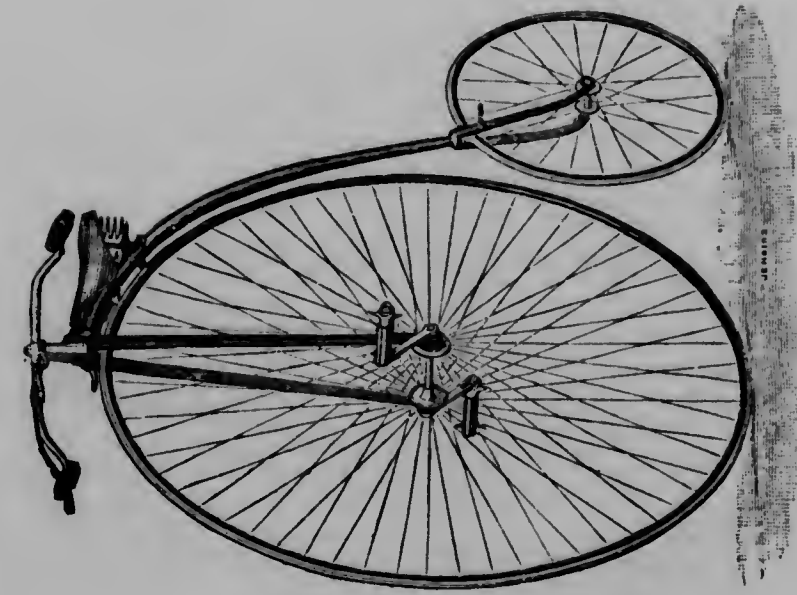
The above are a few of the points embodied in the machines described in the following pages. We have purposely refrained from filling the specifications of the machines with unnecessary details, but should our friends desire information on any point not sufficiently explicit, the same shall be cheerfully given them.

BOSTON, MASS., March 1st. 1888.

THE COVENTRY MACHINISTS' Co., LTD.

The King of "Clubs."

(IMPROVED FOR 1888).



SPECIFICATION. — Hollow front and split back forks; round backbone; Stanley head; long centres and deep neck; 24in. back wheel; adjustable single ball bearings to both wheels; 3in. and 3in. tyres; 3in. hollow felloe to front wheel; patent direct screwed tangent spokes; front wheel grip lever brake; detachable cranks; 26in. patent detachable hollow handle-bar; handles, head, spring, hubs and cranks nickel-plated; enamelled plain black; improved spring and saddle combined; rubber or rat-trap ball pedals; plated spanner and oil-can; tool bag.

PRICE, 50 inches, . . . \$130.

Ball Pedals Included.

If fitted with Ball Head, \$2.50 extra.

The "Universal Club."



SPECIFICATION. — Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with direct butt-ended spokes; front wheel grip brake; 26in. or 28in. patent detachable bent handle-bar; painted in two colors; spokes enamelled; hubs plated; saddle; rubber ball pedals; spanner and oil-can; tool bag.

PRICE, 50 inch, . . . \$105.

THE COVENTRY MACHINISTS' Co., LTD.

The "Swift" Safety, No. 1.



SPECIFICATION. — 30in. wheels, geared to 57in.; ball bearings to both wheels and cranks; adjustable seat and handles; spokes enamelled and bright parts plated; patent method of adjusting the chain; enamelled black; rubber or rat trap ball pedals; plated spanner and oil-can; tool bag.

PRICE, . . . \$135.

A lighter pattern of this machine, with hollow felloes, weighing 35lbs., is made.

PRICE, . . . \$140.

THE COVENTRY MACHINISTS' Co., LTD.

The "Swift" Safety, No. 2.



SPECIFICATION. — 30in. wheels geared to 57in.; ball bearings to both wheels and cranks; adjustable seat and handles; spokes enamelled and bright parts plated; enamelled black or painted two colors; rubber pedals; spanner and oil-can; tool bag.

PRICE, . . . \$120.

THE COVENTRY MACHINISTS' CO., LTD.

The "Club" Safety.

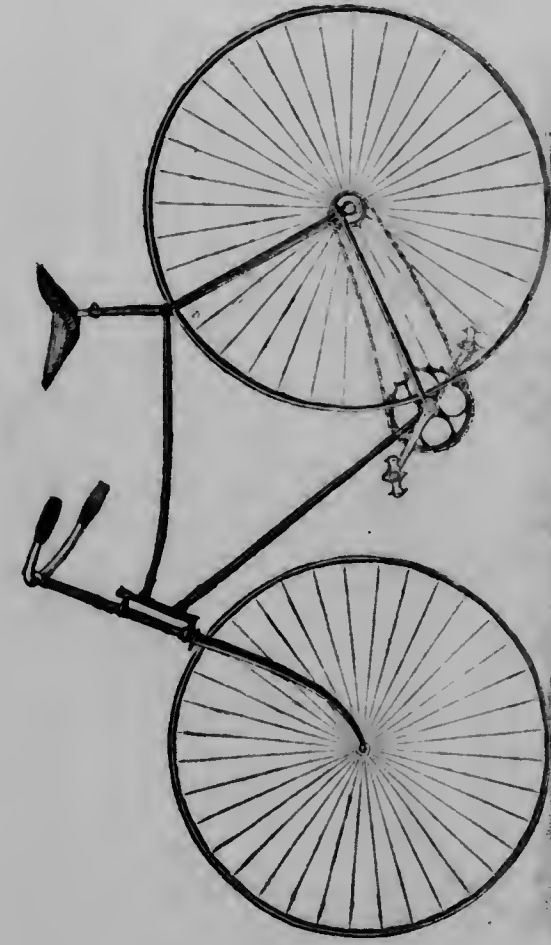


SPECIFICATION.—36in. or 38in. driving wheels geared up as desired from 50in. to 60in.; the forks are carried direct to the main axle so that all twist in the bearings is prevented; sufficient rake is allowed to prevent all chances of "croppers"; the adjustment of the chain is extremely simple; the crank bearing slides into a dovetailed slot, and is fastened by a set-screw from the front; both wheels are fitted with ball bearings, and the crank shafts revolve on a double row of balls each side; spokes enamelled and bright parts nickel-plated; painted in three colors or enamelled plain black; a very comfortable spring, which allows of considerable horizontal adjustment of the saddle; suspension saddle; rubber or rat-trap ball pedals; plated spanner and oil-can; tool bag.

PRICE, ... \$125.

THE COVENTRY MACHINISTS' CO., LTD.

The "Swift" Safety Racer.



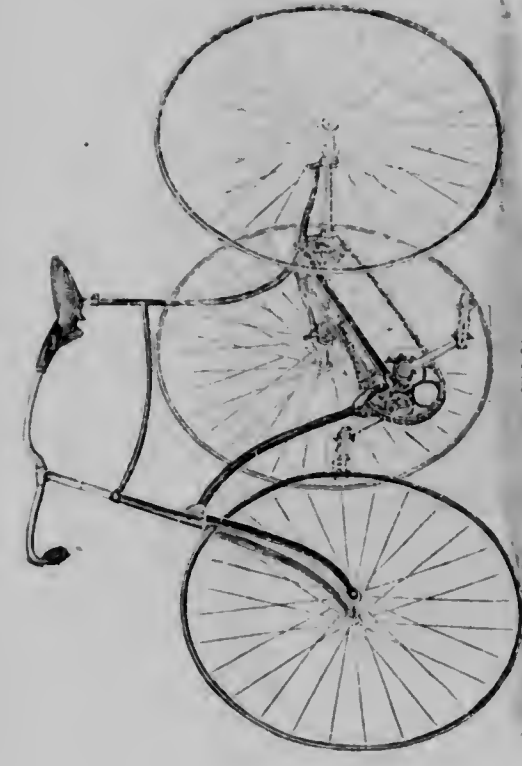
SPECIFICATION.—30in. wheels geared as desired; ball bearings to both wheels, cranks, and pedals; spokes enamelled and bright parts plated; 1/2in. hollow felloes and 1/2 in. best red rubber tyres; enamelled plain black; plated spanner and oil-can.

PRICE, ... \$145.

(Including ball pedals.)

THE COVENTRY MACHINISTS' CO., LTD.

The "Marlboro Club" Racer.



SPECIFICATION.—Same as "Marlboro Club" Roadster, with the exception of 1/2in. hollow felloes and best red rubber tyres. Ball pedals. Enamelled plain black, and bright parts plated. Gearing as required. 26in. driving wheels, 24in. front wheels.

PRICE, ... \$190.

(Including ball pedals.)

THE COVENTRY MACHINISTS' CO., LTD.

The "Marlboro Club."



SPECIFICATION.—A central-geared automatic front-steerer; the steering rod is adjustable and carried direct to the front wheel; hand brake; fitted with our patent adjustable ball bearings to all parts and our patent spring fork to front wheel; nickel-plated bright parts; enamelled plain black; 1/2in. rubbers. Made with two extended bearings, or four, at option of purchaser.

STANDARD SIZE.—36 or 40in. driving wheels; 28 or 26in. front wheel; gearing, 54 to 57 in.

PRICE, ... \$180.

When ordering please state whether automatic steering, or two or four bearings are required.

"Marlboro' Club" Tricycle

HOLDS THE WORLD'S RECORDS.

FOR			
1/4 Mile	.	.	40 3/4 secs.
1/2 Mile	.	.	1 min. 20 secs.
1 Mile	.	.	2 min. 45 1/4 secs.

(The latter being the fastest time ever made in a race.)

"F. W. ALLARD BREAKS RECORD."

"On Saturday, 22nd October, at Coventry, F. W. Allard, on a Coventry Machinists' tricycle, went for the tricycle record from 20 miles to 50, and succeeded in doing some 6m. 16s. better than A. L. Bower's time. Twenty miles were covered in 1h. 3m. 6s. Allard being a suspend, Bower's record, of course, will stand in the record books of the Union."

MILES.	H.	M.	S.	MILES.	H.	M.	S.
21	.	.	1 53 53	36	.	.	2 17 56
22	.	1 9 12	37	37	.	2 21 45	44
23	.	1 12 18	38	.	.	2 25 27	45
24	.	1 15 25	39	.	.	2 29 16	46
25	.	1 18 32	40	.	.	2 33 7	47
26	.	1 21 41	41	.	.	2 36 53	48
27	.	1 24 50	42	.	.	2 40 32	49
28	.	1 28 1	43	.	.	2 43 53 3/4	50
29	.	1 31 15	44	.	.		
30	.	1 34 25	45	.	.		
31	.	1 37 36	46	.	.		
32	.	1 40 52	47	.	.		
33	.	1 44 5	48	.	.		
34	.	1 47 20	49	.	.		
35	.	1 50 35	50	.	.		

Wheels, Oct. 26th, 1887.

HOLDS THE N.C.U. CHAMPIONSHIP (5 Miles) in 1886.

ALSO THE

CHAMPIONSHIPS OF GERMANY & AUSTRIA, 1887.



(LIGHT ROADSTER.)

SPECIFICATION. — A central-gear front-steerer; adjustable handle; hand brake; fitted with ball bearings to all parts, except pedals; four bearings on axle; nickel-plated bright parts; hollow rims; painted three colors or enamelled plain black; 3/4in. rubbers; plated spanners and oil-can; tool bag.

36in. driving wheels; 28in. front wheel; geared to 54in.

PRICE, ... \$185.

WORLD'S TANDEM RECORD

(250 MILES IN 24 HOURS).

RIDDEN BY A LADY AND GENTLEMAN.

The "Marlboro' Club" Tandem.

(CONVERTIBLE.)



SPECIFICATION. — Patent double-driving gear; adjustable handles; ball bearings to all parts; extended bearings and patent double hand brake, applied by either or both riders, with lever for each rider; enamelled plain black; 3/4in. rubber tyres; patent spiral springs; handles, hubs and cranks nickel-plated; plated spanner and oil-can; easily converted into a single "Marlboro'." Made with two extended bearings or four bearings on axle. Double steering.

Standard size of driving wheels, 40in.; front wheel, 28in.

PRICE, ... \$250.

When ordering, please state whether two or four bearings are required.

The "Marlboro' Club," No. 2.



SPECIFICATION. — 40in. driving wheels; 28in. front wheel; ball bearings to driving-wheels and crank axle; patent double driving gear; crescent steel fellos; direct spokes; 3/4in. red rubber tyres; adjustable handle; hand brake; automatic steering; handles and hubs nickel-plated; spokes and remainder enamelled black; rat-trap or rubber pedals; spanners and oil-can.

PRICE, ... \$160.

THE COVENTRY MACHINISTS' CO., LTD.

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The "Marlboro' Club" Tandem

HOLDS THE WORLD'S RECORDS

FOR

1-4 MILE TO 25 MILES INCLUSIVE.

MILES.	1/4 Mile (flying start)	1 Mile	2 Miles	3 Miles	4 Miles	5 Miles	6 Miles	7 Miles	8 Miles	9 Miles	10 Miles	11 Miles	12 Miles	13 Miles	14 Miles	15 Miles	16 Miles	17 Miles	18 Miles	19 Miles	20 Miles	21 Miles	22 Miles	23 Miles	24 Miles	25 Miles
2	5	11	17	23	29	35	41	47	53	59	65	71	77	83	89	95	101	107	113	119	125	131	137	143	149	155
3	8	16	24	32	40	48	56	64	72	80	88	96	104	112	120	128	136	144	152	160	168	176	184	192	200	208
4	11	22	33	44	55	66	77	88	99	110	121	132	143	154	165	176	187	198	209	220	231	242	253	264	275	286
5	14	28	42	56	70	84	98	112	126	140	154	168	182	196	210	224	238	252	266	280	294	308	322	336	350	364
6	17	34	51	68	85	102	119	136	153	170	187	204	221	238	255	272	289	306	323	340	357	374	391	408	425	442
7	20	40	60	80	100	120	140	160	180	200	220	240	260	280	300	320	340	360	380	400	420	440	460	480	500	520
8	23	46	69	92	115	138	161	184	207	230	253	276	299	322	345	368	391	414	437	460	483	506	529	552	575	598
9	26	52	78	104	130	156	182	208	234	260	286	312	338	364	390	416	442	468	494	520	546	572	598	624	650	676
10	29	58	87	116	145	174	203	232	261	290	319	348	377	406	435	464	493	522	551	580	609	638	667	696	725	754
11	32	64	96	128	160	192	224	256	288	320	352	384	416	448	480	512	544	576	608	640	672	704	736	768	800	832
12	35	70	105	140	175	210	245	280	315	350	385	420	455	490	525	560	595	630	665	700	735	770	805	840	875	910
13	38	76	114	152	190	228	266	304	342	380	418	456	494	532	570	608	646	684	722	760	798	836	874	912	950	988

September 20th, 1887, Messrs. C. W. Brown and W. C.

Goulding rode

259 MILES IN 24 HOURS.

September 24th, Messrs. C. W. Brown and G. R. White

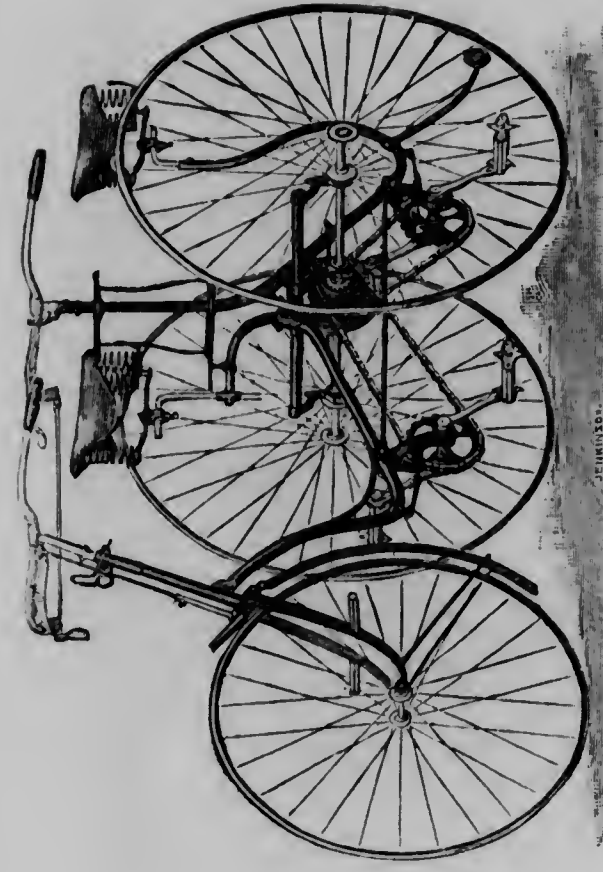
rode

100 MILES IN 7H. 6M. 50S.

250 miles have been ridden in 24 hours by a lady and gentleman.

The "Marlboro' Club" Tandem.

(NON-CONVERTIBLE.)



SPECIFICATION. — Patent double driving gear; adjustable handles; ball bearings to all parts; extended two bearing or four; spoon brake to front wheel and band brake to axle; enamelled plain black; 3/4 in. or 1/2 in. tyres to all wheels; handles, hubs and cranks nickel-plated; plated spanners and oil-can; tool bag.

36in. driving wheels; 28in. front wheel.

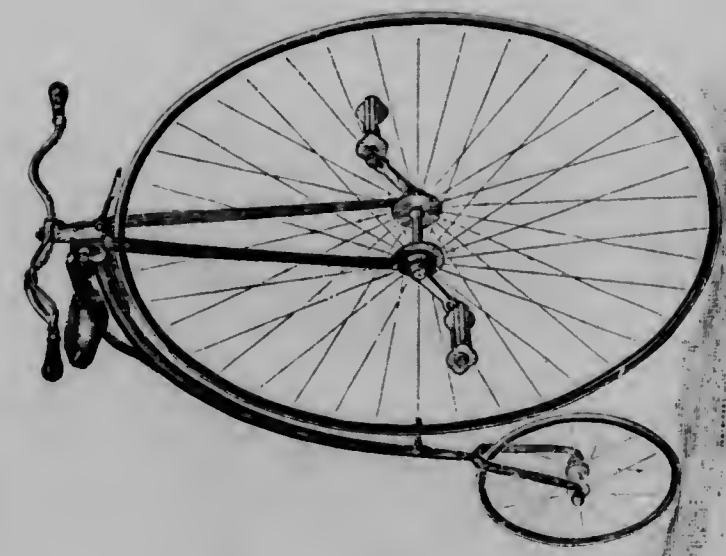
PRICE, ... \$250.

When ordering, please state if two or four bearings are required.

THE COVENTRY MACHINISTS' CO., LTD.

22

The "Boy's Own."



SPECIFICATION. — Adjustable ball bearings to front wheel; cones to back wheel; direct spokes; crescent fellos; 3/4 in. and 1/2 in. rubber tyres; cone pedals; bent handle-bars; round steel backbone; head, handle-bar, brake, spring and hubs plated; spokes black; remainder painted in two colors.

No deviation from standard patterns can be made.

PRICE, 36 to 38 in., \$45; 40 to 44 in., \$50.

The Junior's "Swift" Safety.



SPECIFICATION. — 24in. wheels; improved dust-proof parallel bearings; tubular steel frame; semi-hollow forks; Arab spring; plated handle-bars, brake lever and hubs; enamelled plain black or painted two colors.

No deviation from standard pattern can be made.

PRICE, ... \$70.

“Junior's Club” Tricycle.

(AUTOMATIC STEERER.)



Ball Bearings to Main Axle and Pedal Shaft.

PRICE, . . . 30 in., \$60; 36 in., \$75.

No deviation from standard pattern can be made.

PRESS NOTICES, ETC.

“On the lines of the ‘Marlboro’ but with the improvements of direct (free) steering and the new tangent spokes (described fully in the ‘Club’ bicycles.) The whole framework is exceedingly light, and all necessary parts are easily adjustable, and, as may be supposed, there is no useless weight. On several occasions it has appeared successfully on the path, so that it is not an untried steed. Recently, on the 19th Oct., 1886, at Lynn, Mass., United States, in a twenty four hours’ race, Miss Louisa Armando, the lady cycle champion, and W. J. Morgan, rode 250 miles in 24 hours, and, a few days later, at the same place, made five miles in 15m. 47½s., and twenty miles in 66m. 12½s. In England it has also been most successful, but we will only cite one instance. At the Kildare Sports, Lillie Bridge, London, 11th Sept., 1886, Messrs. Allard and Bower won a one mile handicap from scratch in 2m. 57s., the fastest tandem time ever ridden on the ground. There is always a value in such performances, as they show what can be done on the machine. Standard size—36in. driving, geared up to 64in., with 28in. pilot.”—*Huzar*, May 7th, 1887.

“The Coventry Machinists’ Co. seems to be piling up records for their machines lately, as will have been noticed by referring to this week’s issue, and several late issues giving English records.”—*Bicycling World*, November 11th, 1887.

“The Tricycling Championship of Austria has been won by A. Slid, on a ‘Marlboro’ Club.”—*Bicycling World*, August 5th, 1887.

ENGLISH TRICYCLE RECORDS.

“E. Kiderlen, on Tuesday, the 12th inst., rode a mile on a ‘Humber Gripper,’ on the Long Eaton track, in 2m. 38½s., the quarter mile occupying 40½s., the half-mile in 1m. 59½s. On the night after (Wednesday), F. W. Allard made promateur tricycle records as follows: Quarter mile, 40½s.; half-mile, 1m. 20s. Mr. Allard rode the ‘Marlboro’ Club’ tricycle.”—*Bicycling World*, August 5th.

“At Coventry, July 13th, F. W. Allard lowered the quarter-mile and half-mile tricycle records, in spite of a rough track and strong wind; he finished his quarter-mile in 40½s., inside record. Allard rode, as usual, a ‘Marlboro’ Club,’ and Oxborow acted as pacemaker.”—*Bicycling World*, August 5th.

“Oving” has despatched Mr. Osbert Howarth to the Azores, where he will ride down the crater of the mammoth volcano on his ‘Marlboro’ Club’ tricycle—at least so says *Bicycling News*.”—*Irish Cyclist*, 24th August, 1887.

“TOURING IN NORWAY.—Messrs. H. J. Leake and S. Golden of the Speedwell and Coventry District Cyclists, have just completed a lengthy cycling tour in Norway, visiting amongst other places, Christiansand, Christiania, Drammen, Hømlødal, Tuvolden, Hønefoss, Kadsfjord, Øines, Tomtevollan, Sveen, Frydenlund, Fagervås, Keien, Grindheim, Skogstad, Nysuene, Maristuen, Husum, Borgund, Blandfatti, Saerdalsoren, thence down the Sogne, Fjord to Segndal, Radholm, Vik and Vandheim to Bergen. Making Bergen their headquarters, trips were made to Vossevangen, Hardanger, and Stavan-ger. They speak very highly of the Norwegian roads, the surface in many places being far better than our English roads. Altogether they had a most pleasant trip, and any one wanting an enjoyable holiday, cannot do better than visit the rocky North. The machine ridden was a ‘Marlboro’ Club’ tandem, by the Coventry Machinists’ Company, which behaved itself admirably, nothing in any way going wrong, although the machine, with its sixty-pound luggage, was put to several very severe tests. A tandem they consider is the best machine for Norwegian touring, the roads being terribly narrow and winding.”—*Bicycling News*, 10th August, 1887.

“The Coventry Machinists’ Co. have, as usual, swept the board in Germany, the Tricycle Championship of Germany and International Race both being won on a ‘Marlboro’ racer. The National and International Tandem Races were secured by riders of the ‘Marlboro’ tandem, and the ‘Swift’ Safeties won all the safety events.”—*Cyclist*, August 31st, 1887.

“On Saturday, Allard and Oxborow established a new tandem record for the mile on one of the Coventry Machinists’ Co.’s ‘Marlboro’ Club’ Tandems. The previous best was 2m. 38½s., made by Kiderlen (Dutch champion) and Dr. Turner at Long Eaton in July last. Allard and Oxborow did the mile in 2m. 37½s., a reduction of 1½s. Afterwards the same riders made a tandem record of 35½s. for the flying quarter of a mile, being only ½s. behind the best record for the same distance.”—*Daily Telegraph*, August 29th, 1887.

“Messrs. Brown and White, on a ‘Marlboro’ Club’ Tandem, have lowered the 100 miles road record to 7h. 6m. 50s., beating the previous best by 23m. 10s.”—*The Cyclist*, September 28th, 1887.

“259 miles now stands as tandem record for 24 hours, and is credited to Messrs. Goulding and Brown and the ‘Marlboro’ Club.”—*The Cyclist*, September 28th, 1887.

“Last Saturday the North London T.C. held their annual ‘Ten Miles’ Race for the Club Championship over a somewhat trying course from Chigwell to Ongar in Essex. The men finished as follows: C. W. Brown (1); W. C. Goulding (2); H. T. Whorlow (3); C. Jeans (4); L. C. Brookes (5); J. Greenwood (6). The winner’s time was 39m. 30s. Goulding close up. Brown rode a ‘Marlboro’ Club’ racer, Goulding and Whorlow ‘Wasp’ roadsters, and Jeans and Brookes ‘Quadrants.’”

“The same standard for driving-wheels, 40in., is retained, but the height of the pilot has been increased to 24in., and the ‘Marlboro’ spring has been added as a connecting medium and vibration-breaking link between the fork-ends and fork-axe; it takes the form of a double curled spring. “It is most comfortable on rough roads, and, the foot-rests being on the curved forks, the full benefit of the spring can be enjoyed.”—*Huzar*, May, 7th, 1887.

PARTICULARS OF THE TWENTY-FOUR HOURS' ROAD RACE.

“On Tuesday last Messrs. C. W. Brown and W. C. Goulding (North London T. C. and North Roads C. C.) made a successful attempt to beat the 24 hours’ tandem record held by Messrs. Marriott and Bird, which has stood since 1884; distance, 231 miles.”

“Several attempts have been made on this record, but in all cases the machines have been unable to stand the prolonged strain. Messrs. Goulding and Brown have been unable to practice, and had never been on a tandem together before. However, mounted on a gem of a ‘Marlboro’ Club,’ they felt very confident of success. Their own account is as follows:—

“We left Hitchin, 34th milestone, at midnight, timed off by Mr. Whorlow, and with Mr. Austin as pacemaker all went well to Eaton Socon, where we posted a card to the Records Committee. Just beyond here we let the tandem go down a slight hill, which left our pacemaker behind. However, we kept steadily on to Buckden, where our lamp went out, and the night being exceedingly dark, we were compelled to dismount and re-light it. Just before reaching Alconbury we nearly ran over a cow which was asleep in the middle of the road. Our lamp now gave signs of burning out, and through a mistake in the wick we had to re-light it eleven times before we reached Wisbech, losing about six miles by doing so.”

“We posted another card at Peterborough, and completed our 50 miles at 3.50 a.m. The road from here was very bad, with ruts and stones, and we were not sorry to reach Wisbech, 69 miles, at 5.30. Here Mr. J. White was in readiness with breakfast, and we left with him at 5.55. At Sutton Bridge we got our book signed by the tollman, and reached Lynn, 90 miles, at 7.30. At Narborough our pace was too much for Mr. White, who was unwell, and we went on alone to Swaffham and East Dereham, where we stopped five minutes. Then on to the Gate House, Norwich, 132½ miles, where Mr. Endersby was waiting with chops and tomatoes. We arrived at 11.12 a.m., and were congratulating ourselves in having the wind behind on the return journey, as it had been blowing hard against us since 3 a.m., but on leaving at 11.50 we found it slightly against us, and in a mile or two it blew harder than ever. Five miles from here Mr. Endersby’s safety went wrong, so we were left alone again, which rather took the heart out of us. However, stuck to it against the wind back to Wisbech, where we expected another pacemaker, but were disappointed. We arrived at 5.50 p.m., and left at 6.5. Our lamp would not burn, so we had to go ten miles an hour instead of twelve back to Peterborough, 227 miles, where Mr. White again met us, and then on to Norman’s Cross, 223 miles. We stopped five minutes, and left at 9 p.m. At Alconbury we tied the record, and kept on to Buckden, where we stopped for the last time. At Biggleswade we met the timekeeper, Mr. Whorlow, and he called at 11.40; so with Messrs. G. P. Mills and D. L. Marks on a tandem racing, we sorted down to another five miles. We finished at the 40th milestone at midnight, Whorlow calling time. We had covered 259 miles, and our machine was as rigid as at the start. We have to tender our thanks to those riders who assisted us during the ride. “It is worthy of notice that on Saturday at the same machine was ridden in the North Road C.C. 100 miles race by Messrs. C. W. Brown and G. R. White, who easily defeated the other tandems, doing the distance in 7h. 6m. 50s., which goes into the book as record.”

SUNDRY DEPARTMENT.

In all cases where customers have no ledger accounts with us it is necessary that REMITTANCES SHOULD ACCOMPANY ORDERS. Postage charged extra.

BAGS—

Ordinary, ...	1 00
Cyclist wallet, ...	1 50
Handy bag, ...	2 00
Don, ...	2 00
C. M. C. valise, ...	4 00
Bags for luggage, ...	from 5 00

BELLS—

Single alarm, ...	1 25
Harrison double alarm, ...	2 00
Perfection, ...	2 50

BEARINGS—

Balls, ...	each 10 cts.
Rear wheel pin and cones, ...	\$1 25
Cones adjusting, ...	75
Oil hole covers, ...	05

BRAKES—

Bicycle spoon, ...	1 00
Lever and bracket, ...	1 50
Brake springs, ...	15
" band	1 50

CEMENT —

.	per bot. 25
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CRANKS—

Nickel-plated, ...	per pair. 4 00
Cap and screw, ...	each 25

CENTRE PINS for Bicycles—

Cup for bottom centre, ...	" 75
Head covers, ...	" 50
	" 50

CHAINS—

Chain adjuster, ...	per foot 1 00
Guards for Tricycle, ...	each 50
" " Safety, ...	" 3 00
	" 1 50

CYCLOMETERS—

Brook's, ...	5 00
Lakin's Standard	10 00

ENAMEL—

.	per bottle 50
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HANDLES—

Bicycle cranked, ...	per pair 5 00
Horn ends, ...	" 1 50
Rubber, ...	" 2 00
Handle bar nuts, ...	" 20

LUBRICATORS—

Spring tops, ...	each 25
Slide, ...	" 15

LAMPS—

King of the Road, head, ...	4 00
" hub, ...	4 50
Salsburys Invincible, for Safety and Marlboro', ...	6 00
Wick, ...	05

LOCKS—

Brass, ...	75
Yale brass, ...	1 00
" plated, ...	1 25

LUGGAGE CARRIERS—

For Tricycle, ...	3 00
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NUTS

$\frac{1}{2}$ and $\frac{3}{8}$, ...	15
$\frac{1}{4}$ to $\frac{3}{4}$, ...	10

OIL—

C. M. C. Lubricating, ...	per bottle 20
Lamp oil in cans, ...	from 50

OIL-CANS—

Ordinary, ...	15
Paradox, ...	25

PEDALS—

Rubber, cone, ...	per pair 5 00
" ball, ...	" 10 00
" rat-trap, ...	" 10 00
Bowen, ...	10 00
Pedal pins, cone, ...	each 1 00
" ball, ...	" 1 25
Cones only, ...	50
Rubber, small, ...	25
" large, ...	50

PLATE POWDER—

.	25
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POLISHING PASTE—

.	25
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STEPS—

Club adjustable, ...	2 00
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SADDLES—

Ordinary, ...	from 1 00
Long distance, ...	" 2 00
Buffer saddle, ...	5 00
Kirkpatrick, ...	6 00
International, ...	6 00
Club tricycle saddle, ...	6 00

SADDLE PILLARS—

.	each 1 50
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SPANNERS—

C. M. C. handy, complete	1 00
" large part only, ...	75
Acme, ...	50

SPRINGS—

Rubbers for Am. Club, large, ...	40
" " small, ...	30
Blades, ...	1 50
Arab Cradle, ...	5 00
" double action, ...	6 00

SPOKES—

Large plain, ...	each 15
" plated, ...	25
" Small plain, ...	10
" plated, ...	15
Locknuts for Am. Club, ...	10

SCREWS—

Various small, ...	05
" large	10

STANDS—

Wicksteeds, ...	2 00
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TYRES—

36 X $\frac{1}{2}$, ...	5 50
54 X $\frac{1}{2}$, ...	5 25
52 X $\frac{1}{2}$, ...	5 00
50 X $\frac{1}{2}$, ...	4 75
48 X $\frac{1}{2}$, ...	4 50
44 X $\frac{1}{2}$, ...	4 25
40 X $\frac{1}{2}$, ...	4 00
40 X $\frac{3}{4}$, ...	3 25
26 X $\frac{3}{4}$, ...	2 50
24 X $\frac{3}{4}$, ...	2 25
20 X $\frac{3}{4}$, ...	2 00
16 X $\frac{3}{4}$, ...	1 25

WHISTLES—

Whistle and chain, ...	25
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Any article not named in the foregoing list will be procured to order at manufacturers' prices with the least possible delay.

APPRECIATED? RATHER!
The NEW MAIL. 1888.
APPRECIATED? RATHER!
Trigwell Ball Head.

No doubt about this. New Testimonials coming in every day about it, and orders from all parts of the country for the **New Mail** for its Splendid Specialty, the **Trigwell Ball Head**. This is a **New Mail Year** and a Trigwell Ball Head Year.

Have you seen it, or received a Catalogue?

And now we offer also

THE IVEL.

THE MOST NOTED SAFETY.

Winner of the World's Safety Record!

Used by Mills, Furnivall, Langredge, Liles, etc.

While many new Safeties are being brought out and experimented with, we have taken the Agency for what has been *proved* a Success, and the Best, by fast Road Records, and now we offer the

World Renowned "Ivel" Safety.

The first lot will be ready for delivery at our warerooms April 15th, and we invite wheelmen to book their orders *early*, as already many have done so, being cognizant of the Splendid Qualities of this machine. We anticipate first lots will be quickly taken up. Don't place your order for a safety till you see them! The SAFETY OF 1888.



From the Wheel.

IVELS!

WILL BE IMPORTED BY WM. READ & SONS.

We are pleased to learn that Messrs. Wm. Read & Sons will import the famous Ivel wheels. In looking over the list of English rear-driving safeties, none can be found which could become more popular than the Ivel safety.

At the Stanley Show a number of improved Ivels were shown, which received the most favorable comment from the cognoscenti.

Those desiring a Safety should inspect these at our warerooms, or get a descriptive Circular.

WM. READ & SONS, 107 Washington Street, - Boston.

Send for Descriptive Safety Catalogue, containing many testimonials from good judges of Safeties, and such, as best guides.

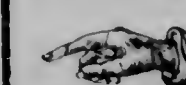
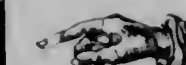
THE IVEL SAFETY.

The Ivels are well known, and have earned a high reputation upon the road and path. In the Ivel safety, the principle of making the steering-wheel a trifle bigger than the driving-wheel was first adopted, this, without doubt, having a great effect in making the machine run easily, and all who have tried the Ivel, have a good word for its remarkably easy steering, a desideratum of no small importance in this class of machine. This sterling cycle holds many records on the road, which, as the maker very truly says, proves the machine to be at once safe and comfortable. Mr. George P. Mills has ridden 295 miles in twenty-four hours upon it, whilst he has also covered fifty miles in the wonderful time of 2h. 47m. 36s., both performances being accomplished upon the ordinary highway.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
 THE "ROVER" has set the fashion to the world.—The Cyclist.
 THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
 THE "ROVER" The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
 THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
 THE "ROVER" Stanley and Sutton are having their expectations realized.—Bicycling News.
 THE "ROVER" On this machine some startling speed rates may be look for.—Bazaar.
 THE "ROVER" Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
 THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
 THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
 THE "ROVER" For night riding its equal would be hard to find.—Bicycling News.
 THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
 THE "ROVER" We have the highest opinion of this machine.—Irish Cyclist.
 THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
 THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
 THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
 THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
 THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
 THE "ROVER" is the best hill climber on the road.—The Presbyterian.
 THE "ROVER" is built on the soundest of principles.—Weekly Budget.
 THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
 THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
 THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
 THE "ROVER" on which record was so badly beaten.—The Cyclist.
 THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
 THE "ROVER" attracts a great amount of attention.—Bell's Life.
 THE "ROVER" was, of course, well to the fore.—Land & Water.
 THE "ROVER" is a very excellent machine.—Colonies and India.
 THE "ROVER" runs with remarkable steadiness.—The Bazaar.
 THE "ROVER" We always use a "Rover."—Tricycling Journal.
 THE "ROVER" The 100 mile race was marvellous.—Citizen.
 THE "ROVER" is the fastest and safest machine.—Knowledge.
 THE "ROVER" This machine is *par excellence*.—Knowledge.
 THE "ROVER" presents many features of interest.—Health.
 THE "ROVER" is a splendid hill climber.—Bicycling News.
 THE "ROVER" is a sterling machine.—English Mechanic.
 THE "ROVER" is exceedingly well received.—Ironmonger.
 THE "ROVER" proved to be as fast as predicted.—Field.
 THE "ROVER" is learned in ten minutes.—Irish Cyclist.
 THE "ROVER" now so well known.—Bicycling News.
 THE "ROVER" does not slip sideways.—The Cyclist.
 THE "ROVER" is a perfect beauty.—Cycling Times.
 THE "ROVER" The success of the year.—Bazaar.
 THE "ROVER" A most luxurious vehicle.—Youth.
 THE "ROVER" is a perfect demon.—Wheeling.



STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY

THE KINGSTON KNITTING COMPANY,

27 Kingston Street, BOSTON, MASS.,

Would call the special attention of the Trade to their excellent line of **ATHLETIC GOODS**, in the Latest Styles of the season, and for beauty of design, elasticity and durability cannot be excelled. We weave all of the cloths and manufacture from the best **Worsted and Woolen Stock**, which gives us many advantages in getting up beautiful effects, in **Polo, Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Fencing Suits, Leotards and Dress Suits**, in mixtures, solid colors, and the more delicate shades. Also, **L. A. W. Suits**, very stylish. All of these goods are gotten up in Light, Medium and Heavy Weights, as ordered.

Our **Knee Pants and Full Body Tights** are the admiration of all who wear them, the introduction of our **New Suspensory Pocket** and reinforcement giving ease and comfort to the wearer, and are great promoters of health, and highly recommended by Eminent Physicians and Professors of Physical Culture.

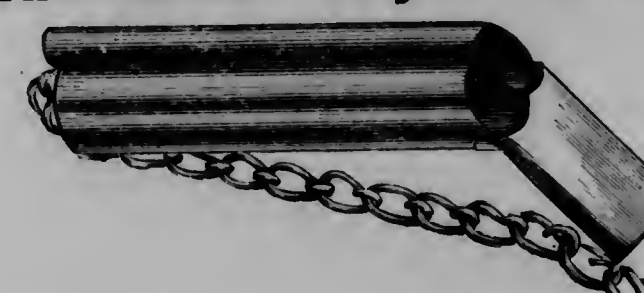
Our **Bicycle Hosiery** is made of fine **Worsted Stock, Glove-fitting**, and to match the shades of our garments. Those we are now introducing of **Linen Fashioned Soles and Toes**, are a great comfort in warm weather, and very durable.

The **TRADE** will find it decidedly for their interest to do business with us. Our prices are very reasonable. Correspondence solicited.

Send for our Circular.

KINGSTON KNITTING CO.

The "BEST" Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient.

Loudest and "Best" call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

PRICE, 25c. EACH. Discount to Dealers.
WHITTEN & CO., Providence, R. I.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,
 100 Sudbury St., Boston, Mass.



SECOND-HAND GUNS AND REVOLVERS TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio**, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.
 Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.
C. W. SPINNEY, Fitchburg, Mass.

About the Columbia Light Roadster.

The handsomest machine on the market to-day.
A genuine light-weight Bicycle.
About seven pounds lighter than the Expert.
Lighter than other "light roadsters."
For its fourth season.

Such improvements in details of its construction as experience has shown advisable.

National reputation for ELEGANCE, EASE of RUNNING, and STRENGTH.

Holding the first place among light roadsters.

The best procurable material.

All of the highest grade steel.

All drop forged or cold rolled.

No castings.

Front wheel spokes at a somewhat greater

angle than the last year's machine, making three crossings.

The steering head cylindrical, slightly tapered, of new design.

The strongest handle-bar, attached in the simplest and best way.

Cold drawn seamless steel felloes, the strongest and most rigid made.

Positive locking device for steering head set-screw.

Tubular rear forks, the strongest and most rigid made.

Improved Kirkpatrick saddle.

A full description of the Columbia Light Roadster is found in our new Illustrated Catalogue, which is sent free upon application.

POPE MFG. CO.,

Boston, New York, Chicago.

RUDGE BICYCLETTE.

A large invoice of these famous machines, and also of the well-known

RUDGE LIGHT ROADSTER,

Just received.

Rudge Catalogue Free.

H. M. SABEN, Manager,

152 Congress Street, Boston.

Is there an agent for the RUDGE in your vicinity? If not apply as above.



\$1.00 a Year.
5 cents a copy.

BOSTON, 20 APRIL, 1888.

Volume XVI.
Number 25.

To Be Sure

every wheelman in the country doesn't ride a Victor, neither does every man in the country wear good clothes, but if you will notice what the best riders are using you will see that

VICTOR CYCLES

are away up at the front. When you want to find out what wheels are most used, look over the wheel centres, like Boston, New York, St. Louis, Cincinnati, Buffalo, &c. Victors are preferred because they have Bown's Æolus Ball Bearings all round, Compressed Tires, guaranteed to stay in, True Tangent Spokes, Warwick Hollow Rims, Square Rubber Pedals, &c. In short because they

ARE BUILT TO RIDE.

Send for Catalog.

OVERMAN WHEEL COMPANY, MAKERS, - - BOSTON.

In this Department, 15 cents a line. Cash must accompany the order.

WILL EXCHANGE fine 18-mos. old Mastiff Dog, for Bicycle of equal value. Address **EXCHANGE**, care *Bicycling World*.

FOR SALE—Victor Tri., used but little, \$110; Marlboro' Tri., used two months, \$115; Marlboro' Tri., excellent condition, \$100; Safety Bi., only used a few times, \$100. EDW. P. BURNHAM, Park st., Newton, Mass.

All Advertisements in this Department 20 cents a line.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

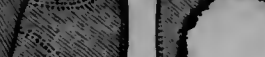
BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. **MANIATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York City.

CLUB PINS & BADGES,
DESIGNS ON APPLICATION.
3 Winter Street, Boston, Mass.

Please mention this paper.

Jersey-Fitting Underwear Co.

MANUFACTURED BY THE
Jersey Fitting Underwear Co.
17 Kingston St., Boston Mass.



Made from
CALIFORNIA
BUCK SKIN,
 with Open Backs—(or
 Knit, if preferred)

Reinforced and padded where the greatest wear comes; open fingers which gives full use of hands; fastened across the back of wrist with a patent fastener. These gloves will never get hard no matter how wet they get. They will always remain soft and pliable. A great help to avoid cutting the hands in case of a fall. Cyclists who have once used these gloves will never go without them.

Price, by Mail, Best Quality, \$1.25 per pair.
W. C. BOAK, Le Roy, N. Y.
Do not fail to the trade.

READ THIS!

Jersey Fitting Ribbed Stockings

75 cents and \$1.00 Per Pair.

SOLD EVERYWHERE FOR \$1.50 AND \$2.00.

Elastic Enamel, 50 Cents per Bottle.

We are the only dealers who advertise to send it by mail. They all say it can't be done. We will send it just the same.

REAL SPADE HANDLES, \$2.50.

Not the kind that break every time your wheel falls down, but the very best ones made, and we guarantee them to fit. Prominent manufacturers are putting these Handles on their '88 Wheels.

CYCLE SUPPLY CO.,

3 Berkeley Street, : : Boston.

BADGES, MEDALS,
MADE FROM ORIGINAL
DESIGNS.

H. C. HASKELL

18 John St., New York
 Correspondence Invited

H. C. HASKELL,
18 John St., New York.
Correspondence Invited.

where our New York customers may call and be measured, without the trouble of writing us. But if our goods are so desirable in New York, surely they must be bargains to the rest of the customer in the country. These goods are within the reach of every one in the United States, all at the same price, excepting cost of postage or express. Upon receipt of 6 cents we mail 20 samples of cloth to select from, self-measure, and send you a 48-inch linen tape-measure. If you cannot wait for samples, tell us about what color you prefer, send us your waist, inside-leg and hip measures, together with \$3.00, and 35 cents to prepay express or postage, and we will guarantee satisfaction in every respect. For any cause, we refund money upon request, or make another garment if customer desires. **The American Express Co.** (capital \$20,000,000) will promptly reply to any inquiry sent their Boston office. Address all orders to Boston office.

PLYMOUTH ROCK PANTS CO.,
18 Summer Street, Boston Mass.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

THE * SPRINGFIELD * ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.



No. 1.

Wholesale Distributing Offices:

MERWIN, HULBERT & CO.,	New York, N. Y.
KIRK BROWN,	Philadelphia, Pa.
C. F. STOKES,	Chicago, Ill.
E. C. MEACHAM ARMS CO.,	St. Louis, Mo.
E. T. ALLEN,	San Francisco, Cal.
JOHN P. LOVELL ARMS CO.,	Boston, Mass.

Retail Salesroom: No. 147 Washington Street, Boston.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.

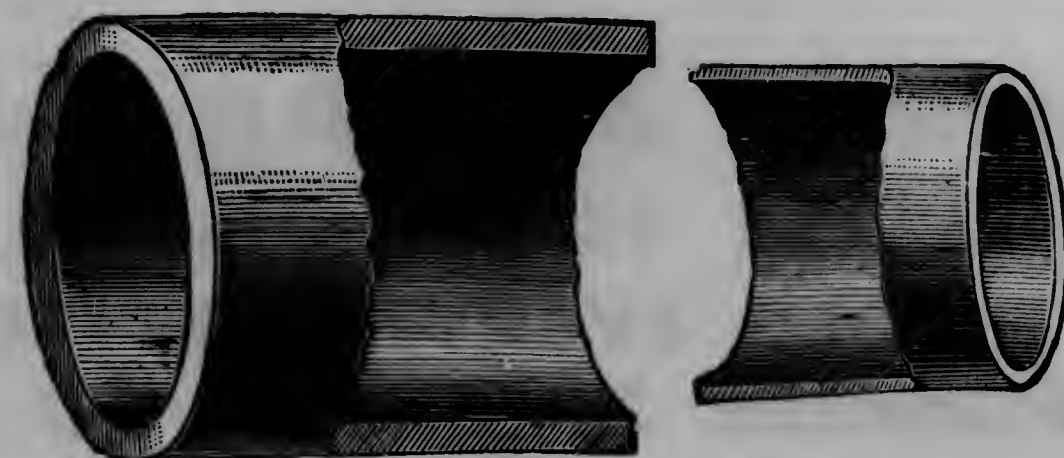


The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone, giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Not a Buckled Rim Last Year.

Warwick's New Rim. No Seam outside. Thickened Metal at Bottom.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

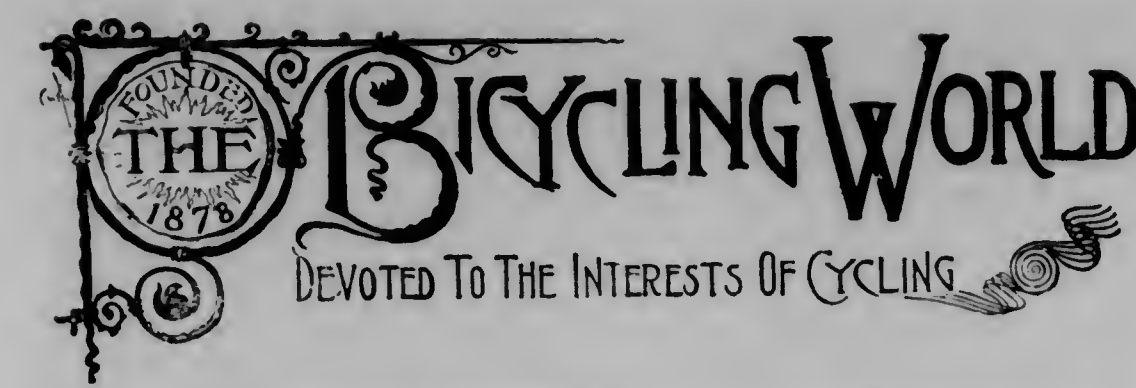
MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



M. D. Corey on the Veloce Columbia.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*, as heretofore.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 20 APRIL, 1888.

WHAT is the use of legislating against road racing when we read that "New Bedford citizens have subscribed \$50 for a trophy for a twenty-five-mile road race?" We pause for a reply.

WE wish to speak a good word for Gerry Jones, the new Chairman of the Racing Board. He impresses us as an intelligent and capable young man, and one who, if he so inclines, can so conduct the affairs of his Board, that amateur racing will be stimulated into a healthy activity.

THE little bill prohibiting the use of cycles on the highways, presented by Representative Coleman from Kenton County, Ky., never got any further than the committee. We congratulate the members of "the committee" on the wisdom thus displayed, but nevertheless do we urge on the cyclists of Kenton County to remember Mr. Coleman, and when he "bobs up serenely" for reelection to use stickers *ad lib.* A "Liberty Bill" would be a good thing for Kentuckians to consider at this juncture.

WE desire to congratulate our New York contemporary, the *Wheel and Cycling Trade Review*, on the active campaign it is carrying on in the interests of Road Improvements. We are with it heart and soul on this most vital question. Mr. Isaac B. Potter, of 38 Park Row, New York, has issued a stirring circular to New York Wheelmen, soliciting their aid and co-operation in making the New York State Association a success. Mr. Geo. R. Bidwell, Chief Consul, always at the front in any movement which has the welfare of wheelmen at heart, supplements Mr. Potter's appeal by one to L. A. W. members. We sincerely trust that the result will exceed the expectations of the most sanguine. We are with you, gentlemen. Let every State have its Roads Improvement Association, and don't let the work cease, in the organization thereof, "A long pull, a strong pull, and a pull all together."

WE fancy that some club Secretaries are wondering why we do not publish the results of the spring elections. We desire to give the reason why. Since the change we have received each week enough of this character of copy to fill over a page of the *World*. At this particular juncture we have concluded that the club Secretaries would bear with us if we leave out these lists of names to make room for matter that we imagine will prove more readable and generally interesting. We have thought from week to week that we would insert these results, but the appalling accumulation of these club elections has frightened us out of the idea. We like to please all, but we know we cannot do that; the most we can hope to do, is to meet the wishes of the large majority of our readers, and in "cutting out" club elections during the active season of cycling, we hope to reach the object in view. We, however, wish to thank the club Secretaries for their thoughtfulness in sending their lists.

"TO be or not to be," that is the question that at present agitates the minds of the American and English public as to whether Howell will prove himself the fastest man in the world. The first of the series, the five-mile race, has been won by Howell. We do not pretend to be Rowe's manager or his adviser, but we cannot refrain from criticising his tactics in riding the first race. It seems to us at long range, that Rowe's best chance would have been to ride a fast race from the word go. Howell does not like that kind of race, and we doubt if Rowe had forced the pace if Howell could have out-spurred the American on the tape. Every one knows that the Englishman is one of the fastest sprinters on the path, and we doubt if there is a man living (unless it be Temple) who can out-sprint him when he is fresh. We hope Rowe and his managers will profit by the experience of the first race, and that the one mile and ten miles will be ridden at record speed; for we believe that if Rowe allows the race to be decided on the "last quarter," he will be out-ridden every time.

GOOD FOR PHILADELPHIA!!

The following circular letter has been sent to the members of the Committee on Highways of the Philadelphia City Councils by the local bicyclers:

"At a meeting of the A. C. C., of Philadelphia, held on the 12th inst., a resolution was adopted favoring the passage of the ordinance now before City Councils for repaving Broad street, between Passyunk and Columbia avenues, with asphaltum, and the undersigned officers of the association were instructed to respectfully request a hearing before your committee when the ordinance in question is considered.

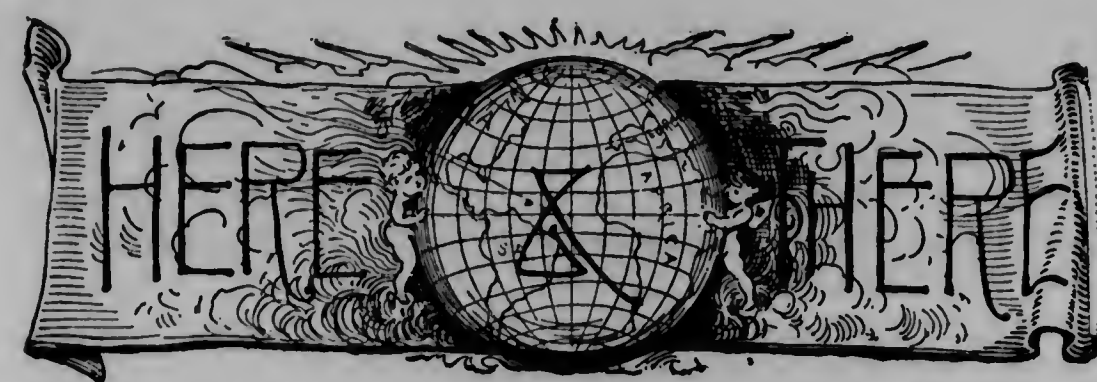
"This association represents the membership of the leading cycling clubs of the city organized for the purpose of securing united action in matters affecting their interests."

The letter is signed by W. R. Tucker, President, and J. R. Lincoln, Secretary.

"MANSLAUGHTER!!"

We are in receipt of advices from Washington as follows: "The grand jury to-day found an indictment against Joseph M. Chase for manslaughter, in causing the death of E. A. Paul, on the 2d of April, by having at that date forcibly ridden a horse against him, throwing him down and giving to said Paul a mortal-fracture wound on the spinal column."

The *Sewing-Machine and Cycle News*, London, of 31st March, gave a half page to quoting in full the appreciative review of "Ten Thousand Miles on a Bicycle," which appeared in the previous Saturday's *Field*, saying it was glad to find so important a paper, "the leading organ of sport in England," dealing so fairly with Karl Kron, "whose work is without doubt the most gigantic publication that has ever been placed upon the wheel-world book market." The publisher informs us that the pamphlet of 150 pages, which is to be mailed to all applicants as a free advertisement of this gigantic book, has been delayed because of the bankruptcy of the Springfield Printing Company, employed to manufacture it. But the distribution of the 5,000 copies will begin as soon as the binding can be completed, and all postal-card requests sent to "K. K.," at Washington square, N. Y., will be filed for attention in the order of their arrival.



ENGLISH LETTER.

"SENATOR."

THE racing season, which commences on Saturday next, will, it is thought, be the most important of any yet seen in England. From a professional standpoint it goes without saying that more races for stake money and prizes will be run than ever before, and the talent will be the strongest and most representative ever brought together in the world. The rivalry is intense, and it will be "England vs. America" with a vengeance, as the success of the American contingent have made them many well wishers (?), who would like to see Rowe and Temple knocked out in short order. I should like to see Rowe give the big Leicester man a whacking. Remember what I said in my letters last summer, Howell will take a lot of beating, but we hope and trust, not for one hundred pounds sterling sake, but for the credit of America that Rowe will place his wheel a good ten yards ahead at the finish.

SUCH names as Howell, Rowe, Temple, Allard, Lee (Fred and John), English (Tom and Bob), Engleheart, Woodside, Dubois, Wood, Batsenshy, Young, Lumsden, Robb, Illston (if he decides to run), Oxborrow, and others, are a field of professionals that has had no equal since the sport began, and the amateur racing is correspondingly low tide at present. With Illston, Furnivall, and many of the best men "out of it," the press and public have now veered round to the professional prospect, and I hope the "pros." will take advantage of the stampede "and put in all they know," and thus establish professionalism on a sound basis as leading in cycle racing.

I WAS passing St. Bartholemew's Hospital in London the other day, and having received a letter from the "King of Amateurs" that morning, I turned my feet toward the gloomy portals, and after reading some Bible inscriptions over the door, I made my way to the student quarter, and ran up against Brewerton, the Surrey Cycle Club flyer, who was coming out. "Hello, Senator, who are you after now?" was his greeting. "I'm looking for Percy Furnivall, is he in?" "Yes, in the library," and away dashed Brewerton, reappearing with the "K. O. A." The Springfield favorite looks handsomer, and is much improved in physique, than when seen on the track in America, the same good-natured, jolly, gentlemanly fellow of yore. "I had only a few minutes to spare this week," says Furnivall, "so I dropped in Agricultural Hall, but could not find you. Am up for an 'exam.' on Wednesday, hence my neglect of not paying you all a visit; and you know we must spurt a bit before an 'exam.' takes place," was Furnivall's greeting. This celebrated English amateur thinks extremely well of America and Americans. An adjournment to "Spier and Pond's" and a "refresher" was in order, and in course of a little talk, I put the question, "How did you come to allow F. J. Osmond to lower your supposed invincible spurring powers?" "Well, it was like this: Before the race started Mr. Hillier came to me and said, 'we know you can beat our man, and therefore your job is to beat Illston.' The consequence was, for once in my life I allowed other people's opinion to outweigh my own. I watched and beat Illston, and was caught napping by Osmond. I never took Osmond into consideration, but you bear in mind, he will in the future bear watching, as I think he is a good one. I don't know if George Lacy was giving me 'taffy,' as you Americans say, but one thing is certain, the ruse worked well." "Will you be seen on the track again?" "No, never again; that is my determination. My people wish me to stick to my profession, and give up racing altogether." "I have read the interview a reporter of *Wheeling* had with you some two years ago on 'windage' in cycle racing, and the influence it had against fast times; have your ideas changed on the theory, or do you now hold the same view on the question?" "Yes, I do, and think resistance of the elements is everything when fast time is under consideration. I think your man, Rowe, or Temple, or any first-class man, could do two minutes for a mile if there was an entire absence of wind against, and good pacing." "Yes, I have noticed in the large building, second-class men can do much faster time than outdoors, which demonstrates the correctness of your theory." With a few

commonplace remarks on racing, training and the form of different men, I left this intelligent English athlete, and wandered down through Holborn and Fleet streets, thinking deep thoughts as to if I should ever be able to do 2.10, without training, if the element was "wid" me.

THE most marvelous sign of the times is, the editor of a London paper, who stuck bravely to the correctness of Rowe's wonderful records, is about the only man in England to-day that "believes firmly" that Engleheart will beat Rowe in their ten-mile race at Birmingham on Easter Sunday. I had to laugh the other day in Agricultural Hall; walking through this building, I came across this editor, who was in conversation with Rowe, Kauffman, Allen and others. Rowe got off this to the editor: "I'm afraid you allow your partiality to outweigh your judgment, as you are the only man who has said you think Engleheart can beat me. If you place Engleheart ahead of Howell you are woefully mistaken." In his next issue, the editor says: "Rowe, like all Americans 'we' have met, is full of confidence." I should think so.

"GENTLEMAN JOHN" thinks seriously of changing his nom de plume. Some people joke him about it, and I would not be surprised to see Angel, Ripley, Sandwichean, or some other cognomen in future grace the "copy" of my distinguished confrere. *Bicycling News* is particularly severe on the genial J. P., and he threatens reprisals. Talking of *Bicycling News*, I thought the other day, considering you, Mr. Editor, and your co-editor had used pots of ink and reams of paper in endeavoring to make friend Hillier believe the Springfield records "were all right" I would take the "living testimony" round to 1 Crown Court, Threadneedle street, and was soon in the office of G. L. H., stock broker, who received us as he does all Americans, in a friendly spirit. Having other engagements on hand I left Mr. Rowe in Mr. Hillier's care, and have no doubt that much racing and records was the theme, as the *Bicycling News* editor knows more about racing and the sport generally, than most people have forgotten.

TEMPLE'S foot continues obstinate, and his Easter engagements have been all cancelled by the doctor's orders, but we hope to see the Chicago lad astride his new 53 1-2-inch Humber in a few weeks.

THE American team open the Inter-national Continental Amateur Championship meeting in Berlin, on June 10, 11 and 12, and the five following weeks appear in the first of the 40 German cycle tracks, all of which, the editor of the Berlin *Der Radfahrer* tells me, are in first-class condition. The exact dates of the team's appearance in France are not decided as yet. It may be possible the team will be in two sections after June; two on the Continent, and two in England to match the cash prize meetings. Rowe has run every race (some twelve) since his arrival in England, and even on boards, has not asked any man to favor him, although *Wheeling* hints so much this week. I will give *Wheeling* a page advertisement of the fact if they or anybody else can prove such a thing.

NEW ORLEANS.

"BT."

but for his spell, would have succeeded. He isn't out of the swim yet, however.

PRESIDENT RENAUD, of the Cycling Club, has presented a handsome medal to be contested for during the summer in a series of handicap races, the member making the best average in the series to become permanent possessor of the prize, which is to be known as the "President's medal." The selection of routes, arranging of dates, etc., has been entrusted to a committee of three, who have just made public the following "schedule": May 13th—Two and one-half miles, Napoleon avenue to Carrollton; June 10th—Ten and one-half miles, Carrollton to Schadwells; July 15th—Eleven miles, Lee Circle to West End, via Carrollton; Aug. 12th—Five miles, Horticultural Hall drive; Sept. 8th—Eight miles, Shrewsbury route. This will furnish all sorts of riding, from shell road and asphalt, to sand and its accompaniment, and the best man is pretty apt to come out on top.

FROM the above programme it will be seen that the roads will be used pretty extensively in this series, and a word or two on the chestnutty road racing problem may not come amiss. I have a high regard for the opinions of such men as Secretary Bassett and "Senator" Morgan, but has it ever occurred to these gentlemen that it is an utter impossibility for every city and two-horse town (one-horse shabangs can't generally boast such a "new-fangled thing" as a bicycle) in the country to possess a cycle track, and as racing

seems a "necessary evil" that may and will exist in almost every cycling neighborhood, what is to be done to curb it, where the means for a track are lacking? It strikes me that all this hullaboo about road racing is entirely too premature. When the authorities protest, then it is time to call a halt. They haven't done so yet, and unless the cycling press is specially desirous of having a quietus put on a harmless sport, it should not attempt to force the issue. The conditions of every neighborhood are not alike. I remember well when, some sixteen or eighteen months back, I was interested in a road race, and tremblingly applied to our city officials for a "permit" for the event. I can even now almost fancy I hear the careless "oh! you'll not need one; so long as you don't make too much noise, it's all right," in reply. So we saved our quarter, ran our race, and not a soul said "boo," though fully a hundred people and half a dozen vehicles were crowded around the finish. New Orleans is a big city, too, but I daresay that this is but a fair sample of how much the press, police and people elsewhere interest themselves in road races.

DURING the month of March, C. M. Fairchild, of the L. C. C., rolled up the noteworthy total of 1018 miles, riding every day; longest ride 103 miles, shortest, 7 1-2. C. M. is a regular mileage crank (hear him disclaim! It's in his eye, however), and contrary to your pet idea, Mr. Editor, he is neither a new rider or a novice, being of the crop of 1879.

It seems impossible to hold a division meeting lately. The one which was billed for the 9th inst, again attracted but a mere handful, and nothing was done for want of a quorum. League offices are usually such empty and thankless jobs that this sort of "monkey business" makes one really tired and discouraged. It would seem that past, present and prospective officials at least should know and realize this and lend their presence. Yet they don't. Of course excuses are plentiful, and I hear one from an "exalted-never-read-my-paper sort," complaining that he didn't get a postal. Neither did anyone else. I've been looking up records, and I find that this bright, particular division "big wig," during the last six or eight months, has done as much League work as this O, has secured as many members as this O, and ridden his wheel as many times as this O. By all means, let us erect a monument to this class. They're plentiful.

NEW JERSEY NOTES.

"RATCHET."

is up hill, and such hills! The first one to be mounted, Cox's Hill, starts about one-eighth of a mile from the Presbyterian church corner, and is at least (I think) a mile and a half in length. A "write-up" of that section of New Jersey from the pen of some rider who knows "the lay of the land," would make interesting reading for your columns. Mullin Hill, about eight hundred yards west of Cox's Hill, while not so long, is much steeper for a quarter of a mile or so than the latter.

THE chances are that the town of Montclair will be illuminated by electricity within a month or so.

THE five-mile club handicap race of the Orange Wanderers will be decided on the Roseville track, Thursday, June 7, at 5 P. M.

JUST credit one more point to Orange, Mr. Editor, as Hillside avenue is to be graded, curbed and macadamized in short order.

THE residents of Palisade avenue, Jersey City, are starting a big kick over the condition of that thoroughfare. Let the cyclists of the city join in the kick, and something may be done toward improvement.

I MUST have been "away off" when I placed Randolph township in Essex County in my last. I thought I credited the item *Morris County Exchange*. I should have done so, at any rate, as Randolph is in that county, near Mount Freedom.

A LITTLE bird has whispered in my ear, saying that we may expect one or more race meets under the auspices of the Orange Wanderers, on the Roseville track, during the coming season. I hope it whispered truly, as, when the Wanderers have the say, there is always fun on the track.

THE authorities of Livingston are discussing the need of better roads. Some of the more enlightened of the villagers are fighting hard for macadam. A number of the "old-timers," however, seem to think "ploughed roadways" are "good enough." Some of them, to their credit (?) be it said, have no objection to having the roads

"harrowed" as well as "ploughed." Another good chance for missionary work.

ALL right, "7504," have a "live committee in every Territory containing so many wheelmen," as you say, but let us have the committees appointed at once, as we need better roads now. This is the time of the year to enlist the aid of horse owners, and as such committees have got to come sooner or later, why not appoint them right away. As for keeping the local papers supplied with matter relating to road improvements, just count me in.

BUFFALO.

"MERCURY."

STILL they come; booms, I mean. There are prospects of an athletic association being formed, for the purpose of encouraging the interest in cycling, base ball, lawn tennis, and other out-door sports. A meeting was held the other evening, and the project was discussed with much enthusiasm. A committee was appointed to look for suitable grounds, and a syndicate will be formed, which will purchase the land and make the necessary improvements pending the formation and incorporation of the association. A mile cinder path for cycling, to be laid out, will in itself be a boon to our wheelmen. Mr. Ducker was spoken to on the subject, and was very much pleased. Should the grounds be in shape by next fall, the tournament may be held there.

THE following sign adorns the front of a mechanic's establishment: "Silent steeds of steel artistically illuminated, lubricated, and embellished for the infinitesimal compensation or remuneration of two shillings per operation."

THE Ramblers, at their regular monthly meeting, elected Louis Bruce Vice President, in place of F. A. Barnes, resigned. Several new names will be added to the club's list, at the next meeting. Henry E. Ducker is among the number. Captain Hanenstein announced a club run to Lewiston for Decoration Day.

AT the regular meeting of the Buffalo club, seven new members were elected, making a total of 118, the limit is 150. A committee was appointed to decide upon a club uniform; there are so many unattached wheelmen in this city who are members of the L. A. W. and accordingly wear the League uniform, that the club thought it best to have a distinctive uniform of their own. Captain Hotchkiss announced a club run to Erie, Pa. (century run), for Decoration Day; they go by train and return on wheel. The last club social took place Friday, April 13th.

CHICAGO.

"THE MULE."

THE Aeolus Club men, although not heard a great deal of outside of their own division of the city, are as lively a lot of boys as any. They have elected the following officers for the coming months: H. C. Barr, President; W. C. Smith, Vice President; N. Schuyler, Recording Secretary; F. Weissberger, Corresponding Secretary; H. Freeman, Treasurer; T. Bray, Captain. The retiring President has been presented with an L. A. W. badge. Captain Bray has been appointed by the club to serve on the Committee of Arrangements for Garden's second annual road handicap.

SURBRIDGE has lost Munger, who has joined the forces of House & Roe, and will remain there until Dec. 1st, and perhaps longer.

THE Illinois Club card of fixtures is out, and runs are scheduled all the way from twelve to ninety miles. The club has shown good sense in steering clear of such tremendously long journeys as have been sometimes attempted by others, believing in allowing such members as believe in century runs to enjoy them at their own discretion.

THE Committee of Arrangements for the Decoration Day road handicap is composed of Ed Oliver, Lincoln; H. D. Post, Owls; W. A. Davis, Illinois; Thos. Bray, Aeolus, a Chicago Bicycle Club Representative; and R. D. Garden. They are confident of receiving at least seventy entries. Gormully and Jeffery, with characteristic generosity will head the prize list with something handsome. With the entrance fees a special prize will be purchased for the man making the best time.

THE fraudulent McCurdy-Prince match has fallen through, and the former is in a ticklish position. He has been riding a Star, loaned him by Tom Roe, and has mortgaged it to an Omaha man for \$60.00. The mortgagee, supposing McCurdy would remain in town for the race with Prince, allowed him to retain possession of the machine, whereupon Mac decamped, and was last heard of in Kansas City. If the offender is caught Roe promises to go to Omaha and prosecute him.

PITTSBURG and VICINITY.

"DUQUESNE."

Mr. C. W. COFFIN should confine himself to what I said, and not rush into print without cause. If he will refer to my squib on the safety, he will find that I did not say his "pedals were cow-horn shape," neither will he find "words to that effect." I said they were bent. And I say again that they were bent many a time where a crank would not have been. This follows from the construction of the machine, and Mr. Coffin is well aware of the fact. Mr. Coffin has bent his pedal on a good level road, under circumstances which would not have affected an ordinary. If there are any misstatements in this I am willing to correct them, and furthermore, I would advise Mr. Coffin to wait for just cause before criticising. But to contend that any safety will not have more bent pedal pins than an ordinary is puerile, unless you ride on a fine road all the time, that has no obstructions over six inches high.

BROWNSVILLE has "the fever" now, and the men are talking of a quarter-mile track.

Now is the time to make your arrangements to attend the New Castle meet on July 4, next. If you wait until the last minute something will turn up to prevent your attendance.

MESSRS. PLACE and Murray are investigating the merits of the tandem bicycle, and before many weeks are passed they expect to own one. Murray says that if he has the rear seat he can wear Place out on the hills. Probably he could!!

LONG ISLAND NOTES.

"WING-FOOT."

My friend, the Solitary Connector, will be welcome in the "great century run," as will all the rest of the club. I only hope the New Havens will come in a body. If they do, perhaps the New Jersey boys and I will be able to get square with them for that Beauford Point dinner, last July. Does the "stout gem'm'n," who rode the tandem, remember my first attempt at riding double? "Solitary" is assured that the pace is not designed to be over eight miles per hour, and that racing is not to be allowed.

The Mercury Wheel Club holds its first club run to Huntington to-morrow and Sunday.

The Long Island Wheelmen beat the New York B. Club bowling team 29 pins in their match of Friday last. On the 27th they bowl against the K. C. W.s, and 28th they have a "stag" and theatre party with the K. C. W. at the Park.

The Long Island Wheelmen had the biggest kind of a time on Saturday evening at their regular weekly orgie. Messrs. Steinwetz of the Casino, Kingman, Bretel, Prof. Dubois, the Ilderan Banjo Quartette, and other attractions (solids and liquids) took up the time until 12 P. M.

At the annual election of the Brooklyn Bicycle Club Tuesday evening, the 10th inst., the following gentlemen were elected to their respective offices, viz.: Messrs. Howard Greenman, President; W. E. Fuller, Vice President; G. F. Corby, Secretary; H. Raymond, Treasurer; Howard Spelman, Captain. Messrs. Barkman and Borland, the latter on his safety, succeeded in getting down to Babylon on Sunday, and had a fearfully rough time of it. A couple of K. C. W. men also got through.

NEWS

AND COMMENT.

ALL the Lynn, Mass., cycling celebrities have been interviewed as to their views on the defeat of Rowe by Howell. They all seem confident as to the final result, and their comments are various, and some of them amusing. One of the interviewed on being asked his opinions, said, he thought "it was a bottomless pit sort of a note."!!

THE American team will appear in Berlin, June 10, 11 and 12.

E. MOHRIG, of San Francisco, will be in Boston about next week Tuesday.

Is Howell invincible? It certainly looks that way as our advices tell of the defeat of Rowe in the first of the series.

THE subject of our colored cartoon this week is Mr. H. D. Corey. His many friends will be pleased to have such an excellent likeness of the well-known "Harry."

THE Cambridge (Mass.) Club held their final ladies' night last week Thursday evening. The entertainment consisted of a varied musical performance and recitations.

PLATINUM plating may take the place of nickel. Experiments have been made by an English firm, and as it is far better able to resist action of dampness than nickel, it is likely to become popular.

THE Roads Improvement boom is not confined to these shores. Ireland has formed an association, and we sincerely trust that the movement will not receive the disapproval of the English Government.

THE Kings County Wheelmen, (N. Y.), held their annual dinner at Dillard's last Saturday. The usual Spring race meeting of the club will be held sometime in June.

THE Montreal Bicycle Club held their annual meeting Thursday, April 12th. The club is prosperous, and as vigorous and enthusiastic as ever it was in its younger days.

WE regret exceedingly to hear that W. McCandlish is a victim to the supposed infantile disease of scarlet fever. We hope next advices will report Mr. McCandlish better.

Now that the N. C. U. of England have sat on road racing, the celebrated road riding club, the "North Road C. C." called a meeting April 11th, to formally organize a Road Records Committee.

AFTER the Baltimore meet, Washington cyclists cordially invite L. A. W. members to visit their city. A good time is promised. Bear this in mind when you make your plans for the Baltimore trip.

"EDEN PARK," Cincinnati, has up to the past few weeks been indeed a Paradise Lost to the wheelmen of Porkopolis. The stern angel at the gate has, however, been removed and the Cincinnati cyclists are once more allowed the sweet privilege of riding in "Eden."

THE tables are turned, and all over the country we hear of "liberty bills," similar to those of New York and New Jersey, being introduced into the Legislature. Wheelmen are getting to be a power, and they are consequently getting aggressive. Pennsylvania is now in line with a proposed "liberty bill."

THE Newcastle, (Pa.), Club will hold an all-day race meeting on July 4th. In the opinion of such riders as Hollingsworth, Wilhelm, Berlo, Swartz and many others, their track is equal to any in the country. Applications have been made for several national and State championships. Handsome and valuable prizes will be offered.

R. F. CROMELIN, of Harrisburgh, Pa., was in Washington last week, and "scraped" an acquaintance with Belva Lockwood, late the woman suffrage candidate for President. They were both riding bicycles on Fourteenth street, when Belva dashed along so close to Mr. Cromelin as to tear off his overshoe. Nothing was said on either side.

THE Lynn Item seems to think that "The creditors of the Lynn Cycle Club Track Association did not better themselves by not accepting one of the offers made them. The association made them two propositions. One was one-third cash down, one-third at the end of one year and the balance at the end of two years. The other was 50 per cent. cash. The creditors only secured a dividend of 44 per cent. through the Court of Insolvency."

ON the evening of April 9 the Fort Wayne (Ind.) Bicycle Club celebrated its fourth anniversary by eating a dinner. The Wayne Hotel was the scene of the celebration, and a right good celebration it was. Half a dozen guests were present, and speeches were made that were all good and none bad or indifferent. We notice the toast of "the Road Hog" was assigned to Mr. P. C. Darrow, of the Gazette, and we do not doubt but that P. C. made sausages of the "bicyclers' bane."

THE English Chancellor of Exchequer according to the Cyclist, "does not consider it advisable to impose a tax upon bicycles and tricycles, because he thinks no greater service could be rendered to a vast number of our young men than the freedom they now enjoy in being able to explore the country on their machines. And the Chancellor of the Exchequer is right, for to oppose even the smallest obstacle in the way of such an athletic exercise would be nothing short of a national calamity."

HENRY E. DUCKER writes: "I have at last awakened cycling enthusiasm in Buffalo, and as one of the results the Courier, one of the leading daily papers here, devotes a column daily to wheeling, and I send you a specimen of what it has to say. You have probably heard of the great International fair to be held here, and for which Buffalo people have raised \$500,000. Well they want the tournament badly, and if I make good arrangements with them it will last four days, and I estimate an attendance of at least 100,000 people. This will give the wheel such a boom as it has never had

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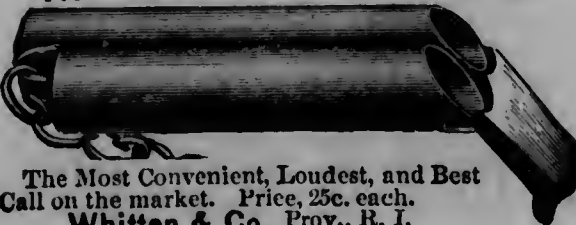
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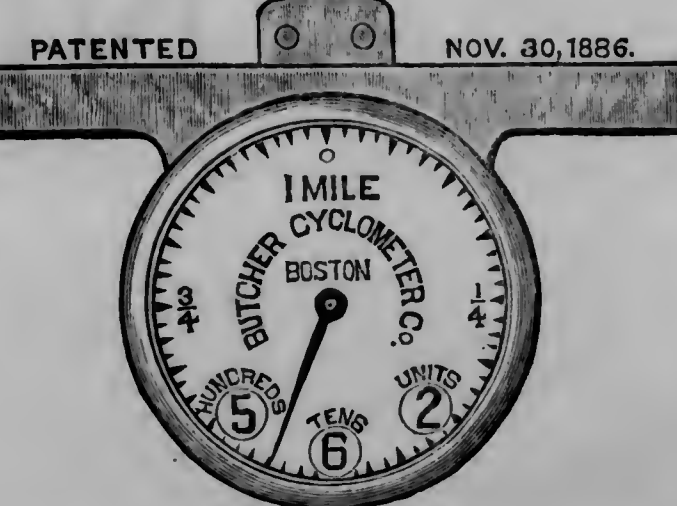
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Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

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"I write this letter from our outer ranch, on which is built a one-story adobe house, 13x20. Our headquarters are twelve miles distant, and the house thereon is the finest ranch house in the Territory. We have a force of ten Mexicans and two white men. The Mexicans are a nasty crowd, and are very treacherous. I do not go around without my self-cocking seven shooter, as it may be wanted badly at any moment. The country round here is nicely adapted for cycling, a fine climate and good roads, the latter of which compare favorably with those of Eastern Massachusetts. I am going to send for my safety, and will utilize it to great advantage. Since I have been here, only three or four days have been unfit for riding, and barring the rainy season, which occurs in June and July, we can have ten months of almost continuous riding. I must say I miss Steward Nottingham's good dinners, and I have to be content with pork, beans and tortillas, not a very luxurious diet, but I must acknowledge it is 'fillin'.' I hope to be in the Hub after 'shearing time.' We have now 4000 'old lambs' (i. e.), one, two and three years old, and if we have luck we shall show an annual increase of about 1500." Captain Whitney winds up by desiring to be remembered to all friends, whether they be North, South, East or West.

THE GREAT CENTURY—NEW YORK—PHILADELPHIA.

THE New York—Philadelphia Century is booming. The meeting of delegates from the clubs interested for the purpose of arranging details, will be held in room 10, 25 Broad street, New York City, on the afternoon of Friday, 27th inst. Any club in the vicinity of New York, which through inadvertence, has not received special invitations, is cordially invited to send a representative. Out of seventeen clubs invited, all have taken action with the exception of the Brooklyn B. Club. The estimate of riders from these 16 clubs alone goes above one hundred. I wish to reiterate that the run is not to be a road race, but a comfortable day's ride, with a good dinner and a rest at Trenton.

The Philadelphia Clubs are becoming interested in this end of the procession, and promise a great turnout. I have today asked Mr. Tucker of the Associated Cycling Clubs to arrange for the evening run out on the Pike. My thanks are due Mr. H. B. Hart, for assistance.

For "Plain Side," in the notice of meeting in last week's *WORLD*, read, Penn Side. Also rendezvous for "rendervooas."

Mr. Richter, of Newark, makes the good suggestion that, two or three days before the 16th of June, exploring parties be sent out over the roads to be traversed, between all large towns, simultaneously; each party reporting the state of the roads between its town, and that of the parts next ahead.

Would it not be well for the Orange or Elizabeth Clubs to start the project of a ladies' tour, starting on Friday, June 15th, stopping over night at Trenton, and being overtaken near Philadelphia by the Century party?

WING-FOOT.

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THE MARLBORO CLUB Tandem.

The Swift
SAFETY.

Send for Catalogue.



THE MOST
Popular Tandem
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THE MARLBORO
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Tricycle.

Send for Catalogue.

THE COVENTRY MACHINISTS CO., Ltd., 239 Columbus Ave.,
BOSTON, MASS.

Patented Feb. 15, 1887.



Free by Mail on Receipt of
PRICE, . . . \$10.00.

All the Accepted Road Records

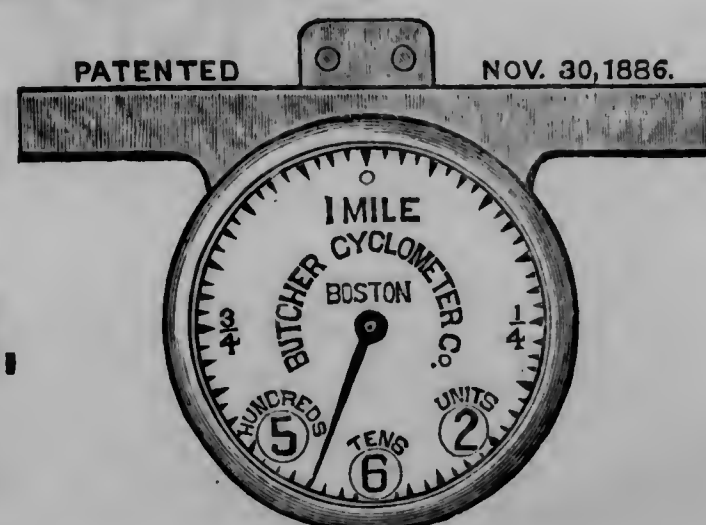
Were measured with, and thousands of the best
wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

6 and 8 Berkeley Street,
BOSTON, MASS.



Our Spoke Cyclometer.

SENT FREE BY MAIL ON RECEIPT OF
PRICE, . . . \$5.00.



L. A. W. BADGES,

For Gold Pins of the Official
Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,
Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00,
according to finish. Diamond Badges \$15 to \$50 for
for the larger pins, and \$10 to \$30 for the small size.
Send for circular free. Also, for sale in New York, at
M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313
West 5th St.; in Philadelphia, by the Hart Cycle Co.,
511 Arch St.; in Boston by the Pope Manufacturing
Co.; in Chicago by John Wilkinson & Co.; and in San
Francisco by Osborn & Alexander.

THE TRICYCLE IN RELATION TO HEALTH AND
RECREATION. By B. W. Richardson, M. D., F.
R. S. By mail, 30 cents.

ANKLE ACTION

(See L. A. W. Bulletin Feb. 24th) is learned the
easiest and best on the EUREKA HOME TRAINER
AND BICYCLE STAND. Price \$7.50. In Bicy-
cles, Tricycles and Sundries, we can also please you
with style, quality, price and terms.
Correspondence solicited.

M. A. WOODBURY,
43 and 45 Mechanic St., Bradford, Pa.

THE BEST BICYCLE WHISTLE.



The Most Convenient, Loudest, and Best
Call on the market. Price, 25c. each.
Whitten & Co., Prov., R. I.

BETTER THAN EVER.

PUNNETT'S
JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

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wheel. The tricycle riders had a bad time of it, and in Surrey, Hants and Wilts, the ruts were so deep and so stiff that it was some times very difficult to keep safeties right end uppermost. L. Corp. Radermacher, of the Victorias, fainted from exhaustion on Friday, and Lieut. Lownes was so done up between Stockbridge and Salisbury that he went to sleep in the rain by the roadside. Great regret must be felt that the Maxim gun carriage gave out, as well as for the failure of the Flying Sapper, but as these were purely experimental machines nobody is to blame. The failure of the Sapper at least points to the fact that in the construction of military machines of this class, brazing must give way to bolting, and the machine must be made as easily repairable as possible, even at the sacrifice of a little lightness. Should cycling develop into another arm of the service, the honor of forcing its capabilities upon the authorities will remain with Lieut. Colonel Savile and the men who so willingly seconded him both this year and last."

The *Cyclist* says: "The march past of the new corps of cyclists who were honored by leading the columns, took place after being inspected by His Royal Highness the Duke of Cambridge, who examined both officers and men as to the distance they had ridden, and was astonished that so many had succeeded in covering such distances as from Salisbury to Dover in the time allowed them. The march past was admirable. The force consisted of 100, and was divided into five companies—the first was composed of engineers; second, 26th Middlesex, just raised; third, 4th Manchester with detachments from Durham and Liverpool; fourth and fifth from the Scots, 24th Middlesex, and London Rifles and West London."

W. WOOD BEATS R. HOWELL.

It was a veritable surprise party that assembled at North Shields on Easter Saturday and saw the "champion of champions" vanquished. It was a surprise for Howell and his friends, and it was a surprise for the supporters of Wood. The distance run was fifteen miles, and one of the most remarkable features was that Howell never once led the Shields man during the race. The time, 51.27, was not remarkable except for its slowness. The greatest excitement prevailed at the finish.

HOWELL GETS BACK AT W. WOOD.

On Easter Monday at Leicester, Howell met W. Wood in a ten-mile race, and in view of the defeat of the former over the latter the week before, great interest was manifested. Wood led into the straight, but Howell's blood was up, and he rode as he never rode before, beating the Shields man by about four feet, time, 33.22 1-2; thus having his revenge.

WOODSIDE BEATS ALLARD.

F. W. ALLARD made his formal entry into the professional ranks on Easter Monday by riding a ten-mile race with Woodside. The track was a bit soft, a rain prevailed during the race and a strong, cold wind blew, making affairs for riders and spectators anything but agreeable. Entering the last lap, Woodside cut loose and crossed the tape ten yards ahead of his competitor. Time, 35.28.

THE ROWE-ENGLEHEART MATCH NOT RUN.

OWING to a bad accident to Engleheart on the morning of the day on which the ten-mile match was to be run, April 2d, the match between Rowe and Engleheart had to be postponed. So that the spectators should not be disappointed, arrangements were made with F. W. Allard to ride the distance with Rowe. Considering the fact that Allard had just ridden a hard race with Woodside everyone admired his pluck, and the way he gave the big American all he wanted, to win. We take from the *Cyclist* an account of the race: "Rowe bestrode a 55-inch 'Columbia' racer, weighing just over 21 pounds, built by the Pope Mfg. Co., which mount he will ride in all his races in the Old Country, whilst Allard used the well-known wheel of the Coventry Machinists' Co.'s make. The pair were dispatched to a good start by Mr. G. R. Smith, Jr., and the following is a brief description of the race: Allard went away with the lead, Rowe going on in front after three laps had been traversed, and after leading for five laps Allard went on, resigning again to Rowe on the fourteenth lap. In the twenty-first lap Allard led, whilst three laps later the men passed the mark level. Seven laps from home Rowe assumed the command, and was never again headed. Despite the plucky endeavor of the Coventry man to get up on terms, the American held his own, and won an exciting race by a little more than a yard in 36m. 30s."

HOWELL WINS THE FIRST RACE OF THE SERIES.

ADVICES received report a loafing race for the five-mile race between Rowe and Howell, resulting in a victory for the Englishman in 15.37 1-5. We take the particulars of the race from the *Boston Globe*. "Today's distance was five miles. Rowe was in excellent condition, and, contrasted with Howell's overdrawn look, ought to have been the favorite, but the Englishmen preferred to trust a man whom they knew from experience is a first rate rider, and seven to four was freely laid on Howell. At the start Howell took a slight lead at a moderate pace, Rowe hanging on to the back wheel of his opponent. This continued to the end of the first mile, which was completed in 3 min. 11 1-5 sec. The pace was somewhat worse, but the positions were unaltered, during the second mile, the time at the end of which was 6 min. 24 1-5 sec. The crowd urged the men to improve the pace, but neither heeded the advice, and the third mile was finished 9 min. 39 sec., and the fourth in 12 min. 49 3-4 sec. from the start. Then both warmed to their work, excited by the shouts of the multitude. In the last lap, half way round, Rowe made a fine spurt and forged quite six yards ahead and for a moment looked liked winning, but Howell replied with one of the splendid rushes for which he is famous, quickly passed his man, and won by five yards amid the greatest enthusiasm; time, 15min. 37 1-5 sec. The mile race will be run at Wolverhampton, April 28, and the 10 miles at Coventry, May 12th."

AN EXCITING MATCH RACE AT NEW ORLEANS.

SINCE my last the Graham-Guilotte match, of which mention was then made, has taken its place among the things that have been. The banter was given and accepted, the match arranged and run off, all within three weeks. It took place Sunday, the 5th inst., on the shell-drive encircling Horticultural Hall, in Andover Park. It was without any great hope of even making up the heavy odds, but more to "keep his word" than anything else, that Guilotte allowed Graham the four-minute start in five and a half miles, but when the latter had reeled off his first two laps in 3 17, and was well around on his third before Guilotte had even started, it became plain to everyone how stern and hopeless was the chase. Guilotte, however, started at a rattling clip, making his first lap in 1.27; second, 1.30, after which he commenced to drop back, and after the fifth lap did no better than 1.42. Graham kept up a hot pace for two miles, when he, too, commenced to fail, settling into a four-minute gait, but when Guilotte caught him on his sixth round, it seemed to infuse new life into the boy, for he brightened up and clung to his speedier competitor's rear wheel until the finish, hanging on in fine style, finishing his 5 1-2 miles in 20.12 1-2, while Guilotte had still two laps to cover. The latter, however, never completed them. After his third mile an overloaded stomach commenced to make itself felt, and though he was in evident distress, and rode in poor form, he refused assistance, and hung on as long as he did out of pure bull-dog grit, backed by a powerful physique. Towards the end Guilotte's appearance "kinder" scared the boys; his eyes were rolling wildly, his skin seemed drawn to a severe tension, and was fairly crimson in color; he was frothing at the mouth, and kept pressing his hand to his side, and rode so out of his usual splendid style that everyone felt easier when he quit. He was game to the last, however, and doggedly refused to dismount his wheel until he could do so alone. His time for the ten laps was 16.10, as against Graham's 16.50, for the same distance—both inside the local record. Each lap is a trifle short of a half mile, about 200 feet. The timing was done by Messrs. H. W. Fairfax, A. M. Hill, and R. G. Betts. Graham surprised everyone by his speed and staying powers, and, when he clung to Guilotte's little wheel for round after round, his friends fairly "bubbled o'er." He has hitherto been rated only "passably fair," but now his neck is broken for any more big handi-caps, and an eye will be kept on him in future events. "Br."

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

We hear "tidings of comfort and joy" from the Coventry Machinists' Co., to the effect that the activity and enterprise shown by that firm this season is bearing fruit.

The Pope Mfg. Co. has had in use for about a month a Long-Distance Telephone over a copper wire, extending from their Boston office to their Hartford factory, a distance of 125 miles. During the recent great storm, when the telegraph wires were all down, the Pope Co. was able to talk with its factory, with the exception of a few hours. The telephone is used for transmitting orders, enabling the company to notify the factory of an order within a few minutes of its receipt. This modern convenience results in the saving frequently of twenty-four hours in the filling of an order.

If you desire to ride safe and attain speed, climb hills with ease, ride rough roads with but little vibration, buy the 1888 pattern Springfield Roadster. \$75.00. ***

The Cycle Supply Co., of No. 3 Berkeley St., is a new-comer, comparatively, but we think our readers will acknowledge that they are rushers. We would advise all to keep an eye each week (this week especially) on our advertising columns, and see what the Cycle Supply Co. has to say to the cycling world.

The most "toney" card that it has been our pleasure to see is that which the Gormully & Jefferey Mfg. Co. have issued, with the heading "Our Greeting to you Gentlemen." It is beautifully engraved with the well-known cut on the cover of the Indian, the dead horse and the bicycle, an allegory that all can read. While speaking of this firm we want to say a word about the Boston headquarters, 243 Columbus Avenue. Mr. J. S. Murray is the New England agent for the "American Cycles," and we must congratulate both parties on the move into a location where no doubt the Gormully & Jefferey goods will receive their share of the attention from the riding public. The store is an elegant one, and is fitted up in the most complete manner. There are dressing rooms for both ladies and gentlemen, and Mr. Murray has a snug private office. It is the intention of Mr. Murray to cater to the "hiring public." He will keep on hand a first-class lot of two and three wheelers for the use of both sexes, and it is to be hoped his enterprise will be amply rewarded. He still keeps the old stand at No. 100 Sudbury, for a repair shop and a riding school. Give him a call at his new headquarters and see his full line of "Americans," and also his second-hand machines.

"G. MINTURN WORDEN, of the John P. Lovell Arms Company of Boston, gave an exhibition to-day of the advantages of the Springfield roadster bicycle of which E. R. Darling, 129 Main street, Woonsocket, is the agent. He rode off very difficult curb-stones, ascended and descended steep hills and got wonderful speed out of it on the level. He proved that on this machine a "header" is impossible. Mr. Worden severely strained his knee a week ago alighting from a train, so nearly all the work was done with one leg. A great crowd witnessed the exhibitions."—*Woonsocket Paper*.

The Overman Wheel Co. write: "We are doing at our factory what we have never known to be done in a Cycle factory before, that is, running night and day. We have two separate gangs of men, a day gang and a night gang. The demand for wheels is so great that this is necessary in order to keep up with orders. Our engine never cools off. We expect to continue this through the season, and are making large additions to our present factory, which is already quite extensive. Our machinery is all new, and the latest pattern."

"As busy an establishment as any house of any class of business in the city just now is Whitten & Co.'s cycle agency, (Providence, R. I.) The extraordinary boom hereabouts last season will be more than duplicated this year. League members should, every one of them, take it upon themselves to see that the boom is not confined to spreading the popularity of riding, but is turned to increasing the League's membership and strength." Glad to hear it, and we hope the readers of this paper will bear in mind that Whitten & Co., are patentees of one of the best whistles on the market, see their advertisement.

CYCLE DEALERS

Send Us Your Business Card,
We will put you on our list, and from time to time send you our discount sheet on **LAMPS** and other **CYCLING SUNDRIES**.
Take one minute to do this—it will pay you.

THE CLARK CYCLE CO.,

Pearre Building, - - - BALTIMORE, MD.

Davis Patent Road Machine.



This machine is in successful operation for making new roads, and scraping all roads to a level, laying out gutters, and rounding up the middle in handsome shape. The machine is built of Ash timber and heavy iron work. The pole is 16 feet long, and so hung in the two-wheel carriage that it can be raised and lowered at will by means of the lever, as shown. The scraper is secured to the pole by means of a heavy steel spud, which allows angling to right or left by means of the circle iron, and the draft is al-

ways direct from whiffletrees to scraper through draft-rod under pole.

Send for Circular and Price.

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NEW YORK is going to work in earnest on the roads question. An association is being formed to push a bill in the legislature and this will include horsemen, farmers and wheelmen. When the roads are to be improved, horses and bicycles have a common interest, and the devotees of each are drawn towards each other. Good work can be done if the two pull in one boat.

MARYLAND and Rhode Island have reason to be proud of their records. They have met and passed the maximum of last year and yet they have just begun to work. Success seldom comes without effort. The late lamented Fanny Dombey refused to make an effort, at the earnest solicitation of Mrs. Chick, and Dombey became a widower and little Paul was motherless. In like manner clubs go out and divisions decay, when an effort would make them flourish like the much lead about emerald-hued bay

The following Local Consuls have been appointed for Nebraska, Lincoln, R. D. Addis; Sterling, F. O. Dort; Plum Creek, F. L. Temple; Beatrice, F. A. Robertson; Schuyler, E. H. Phelps; Plattsmouth, T. M. Patterson; Fremont, Paul A. Colson; Sutton, Theo. Wentz; Chapman, J. Eaton; Elwood, C. W. Gilmore; Geneva, R. P. Fuller; South Omaha, H. B. Mulford; Stoddard, W. G. Wilson; York, R. Mc Conaughy. F. N. CLARKE, Chief Consul.

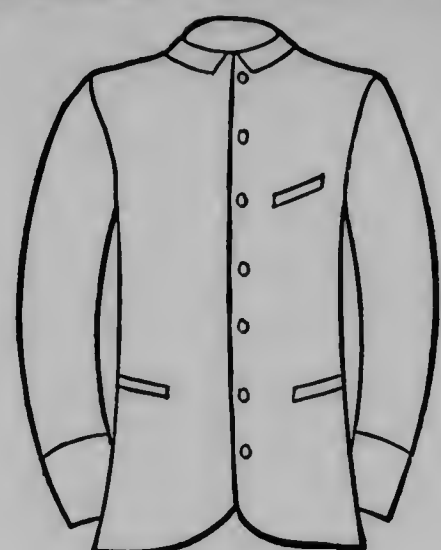
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18335 Lucas, Horace L., Box 1011,
18272 Norton, W. B., Box 235, Manchester

18369 Morehouse, J. T., Box 40, Orange Valley
18366 Pierson, W. T., 181 William st., Orange

Racine Bi. Club.	
18375 Wratten, E. L.,	Racine

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Send for samples of Uniform Material.



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BICYCLE HOSE.

- No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....\$2.50



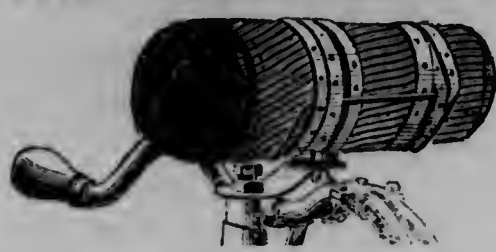
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Wheelmen! You don't know what a convenient thing it is. Send for one and try it. You will be delighted, and never use any other. Improved and made stronger than last year.

Price \$1.00; by mail \$1.10. A discount to the Trade.

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Sole Manufacturers,

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Everything in new and second hand.
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Send stamp for list.

BEFORE BUYING, SEE OUR LISTS.

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SAFETY INDISPENSABLE. By Henry Sturmy. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

THE INDISPENSABLE BICYCLIST'S HANDBOOK. Illustrations of 350 different varieties of Bicycles. 400 illustrations. Price 50c., postpaid.

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Facile Cycles.

GEARED FRONT DRIVER.
SWALLOW (GEARED REAR DRIVER.)
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LIGHT ROADSTER (UNGEARED.)
OIL.
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All best of their kind, and original.

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The "BEST" Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient,

Loudest and "Best" call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

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NEW THIS SEASON. A REAR-DRIVING SAFETY OF THE MOST
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Is there an agent for the RUDGE in your vicinity? If not apply as above.

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 27 APRIL, 1888.

Volume XVI.
Number 26.

To Be Sure

every wheelman in the country doesn't ride a Victor, neither does every man in the country wear good clothes, but if you will notice what the best riders are using you will see that

VICTOR CYCLES

are away up at the front. When you want to find out what wheels are most used, look over the wheel centres, like Boston, New York, St. Louis, Cincinnati, Buffalo, &c. Victors are preferred because they have Bown's Æolus Ball Bearings all round, Compressed Tires, guaranteed to stay in, True Tangent Spokes, Warwick Hollow Rims, Square Rubber Pedals, &c. In short because they

ARE BUILT TO RIDE.

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YOU MAY NOT HAVE KNOWN.

We are the clothiers to the Wheelmen.

We got the contract from the National Association for making the regulation uniform.

Its impartial judgment passed on the matter, and designated ours as the best.

That carries with it the other fact—We make the right sort of uniform for the least money.

Yet, when you know all the facts it isn't to be wondered at.

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Philadelphia.



L. A. W. BADGES,
For Gold Pins of the Official
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CHAS. H. LAMSON,
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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

SAFETY INDISPENSABLE. By Henry Sturmer. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

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All Advertisements in this Department 20 cents a line.

THE NATIONAL BICYCLE.

EATON BROS. TOWEL SUPPLY, Boston. Will furnish towels at reduced rates to L. A. W. members.

BICYCLES. Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

WANTED. Second-hand Bicycles for cash, or will trade any new make wanted. Send full description and lowest price. GEO. W. ROUSE & SON, Peoria, Ill.

BICYCLES. Taken in exchange for new Buggies. Roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

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DON'T FORGET reduced rates to wheelmen. Have Eaton Bros. call.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE. 50 and 52-inch Expert, 1887 pattern; 50 and 52-inch, '86 pattern Victor Tricycle, old style; good as new; \$80. Springfield Roadster, \$67. 50 and 52-inch Harvard, cheap. Cyclometers, saddles, etc., cheap. SPEAD, South Newmarket, N. H.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

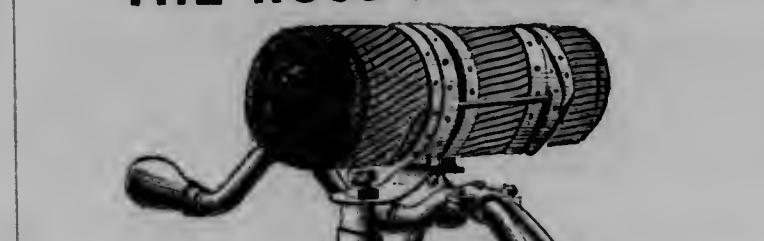
DO YOU WASH? Use Eaton Bros. Towels.

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Detachable Luggage Carrier.
(For Crank and Star Bicycle.)

Wheelmen! You don't know what a convenient thing it is. Send for one and try it. You will be delighted, and never use any other. Improved and made stronger than last year.

Price \$1.00; by mail \$1.10. A discount to the Trade.

In ordering, state name of wheel and year of manufacture.

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Sole Manufacturers,
46 Columbia Street, Albany, N. Y.

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We call special attention of all Athletes to our

Jersey-Fitting Garments

Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

17 Kingston St., Boston, Mass.

Please mention this paper.

Jersey-Fitting Underwear Co.

This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

PRICE \$1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

MANUFACTURED BY THE

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17 Kingston St., Boston Mass.

Send price, lettering, and state gold or silver for any

CLUB PINS & BADGES,

You may want, and receive by return mail

A SPECIAL DESIGN.

Perfect satisfaction always guaranteed.

JOHN HARRIOTT,

3 Winter Street, Boston, Mass.

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SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

ABOUT INCOMES.

(Continued.)

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BADGES, MEDALS, Etc.
MADE FROM ORIGINAL
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Boston, April 16 1888

Mr Geo D Hazard manager
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Very Truly Yours
Holmes & Co

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The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

The Reasons Why:

It has stood the test for accuracy. It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. We furnish a certificate of accuracy with all instruments. In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, \$10.00.

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Send 6c. for 20 Samples and rules for

Mention this paper when you order, and we will give to each purchaser a pair of PANT STRETCHERS. The best invention ever made for taking out wrinkles and bagging at the knees, and shaping the bottoms of Pants.

THE BAY STATE PANTS CO.

VESTS, \$2.25
Suits, \$13.25 to \$30.00.
COATS, \$8.00

Also, Manufacturers of Bicycle and Tennis Suits and Fancy Uniforms.

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(See L. A. W. Bulletin Feb. 24th) is learned the easiest and best on the EUREKA HOME TRAINER AND BICYCLE STAND. Price \$7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

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FOR 1888.
YOST & McCUNE PATENTS.

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These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

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JOHN P. LOVELL ARMS CO.,	-	Boston, Mass.

Retail Salesroom: No. 147 Washington Street, Boston.



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the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.

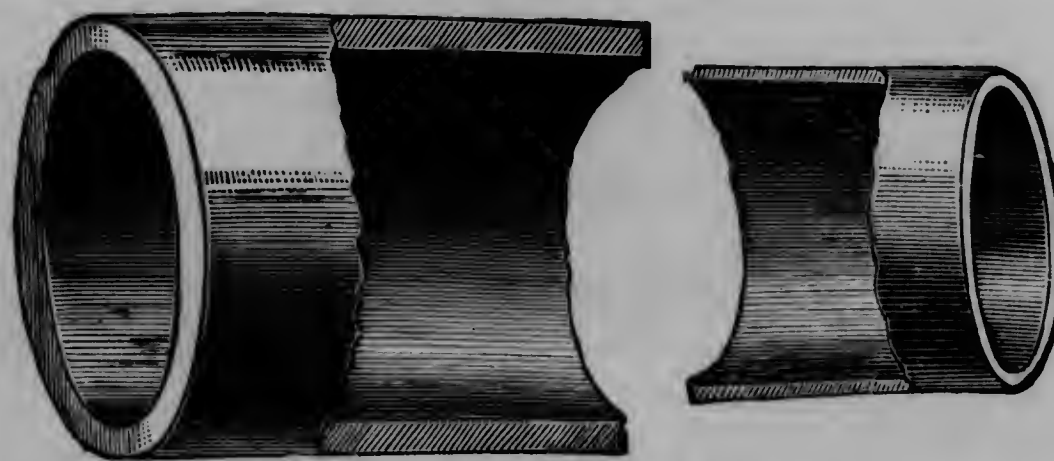


The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's
New Rim.
No Seam
outside.
Thickened
Metal
at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

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WM. READ & SONS, 107 Washington Street, BOSTON.

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Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

VOLUME NO.

17

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Miss A. A. Nichols
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Aug 27. 1889

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BICYCLING WORLD

& BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 4 MAY, 1888.

Volume XVII.
Number 1.

In the Spring the Young Man's Fancy

Lightly turns to thoughts of what he is to ride for the coming wheel season. He straightway gathers himself together and goes out among them, and after casting his eye over the field and making mental notes of the various "points" of the various makes, he buys his little VICTOR, and goes home contented in mind, believing he has the best thing.

AND HE IS ETERNALLY CORRECT.

We will be glad to send you catalogue and full particulars, if you need them.

OVERMAN WHEEL COMPANY, - - - MAKERS,
182--188 COLUMBUS AVENUE, BOSTON.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

STARTLING—Only \$40.00 for a 42-inch Pony Star; perfect order. Drop postal to FRANK M. DAMPMAN, Honey Brook, Pa.

FOR SALE—Star, 45-inch special, '86 pattern; full enamel. Price \$60. Address WM. E. COOK, 9 Church street, New Brunswick, N. J.

WANTED—Second-hand 50-inch crank Bicycle and a Rudge Safety; must be cheap. Send full description to H. H. B., Lock Box 59, Wappingers Falls, N. Y.

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FOR SALE—Rudge Safety; balls all round; new last season; will sell cheap. W. I. TABER, Herkimer, N. Y.

FOR SALE—New Rudge Bicycle; never been used; perfect condition; imported last fall by owner, who is now returning to England. Price \$110. Address L. O. M., Box 2214, New York City.

FOR SALE. Will sell cheap. One 50-inch Columbia and one 54-inch Yale. Both in perfect condition. F. A., 3477 Washington street, Boston.

IVEL SAFETY BICYCLE—Tangent spoke light roadster; 39 pounds, ball or rat-trap pedals, three gears; almost new. Price \$125; cost \$150. BICYCLE, No. 18 South Broad street, Philadelphia, Pa.

FOR SALE—54-inch Expert Bicycle; full nicked; drop handle bars. For particulars address H. C. TROPPE, Weissport, Pa.

FOR SALE—A 50-inch 1887 pattern Expert Columbia; almost new. Price \$90; cost \$125. J. M. YEAGLEY, Lancaster, Pa.

WILL EXCHANGE. Full jeweled English Chronometer Watch, 14 kt., engine turned hunting case, for Safety Bicycle or Tricycle, in good condition. MILTON KOHLER, Hagerstown, Md.

56-INCH Harvard Special; full nicked; ball bearings; good condition. Price \$55. C. W. WAGNER, Ann Arbor, Mich.

FOR SALE—Marlboro' Club Tandem, new 1886, not used 1887; balls all round; safe, fast and satisfactory; first-class condition. Price \$150. Address P. F. SHANNON, 907 Liberty st., Pittsburg, Pa.

FOR SALE—One 50-inch Ideal, in good condition; enamel and nicked, with Lillibridge saddle; orth \$50; will sell for \$40, if taken at once. H. S. EDMORE, Guilford, Conn.

FOR SALE CHEAP—59-inch Columbia Light Roadster, standard finish, 1886 pattern; ball bearings all around; cow horn handle bars; Kirkpatrick dble; in first-class condition. For particulars address Box 2181, Ithaca, N. Y.

FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine d tyres scarcely show a scratch; all just as good as w; good reason for selling. Price, \$85.00. Address W. GAIL, Jr., care The Clark Cycle Co., Baltimore

FOR SALE—New Columbia Light Roadster Tricycle, list \$165; will sell for \$140 cash. T. B. AYL & CO., Detroit, Mich.

FOR SALE—American Star Special, and Expert Columbia 60-inch, at very low prices. Address P. O. Box 269, Cincinnati.

BICYCLE FOR SALE—A 56-inch American Rudge, in good condition. Price \$75.00. ARTHUR H. TUCKER, Blue Hill, Mass.

BARGAIN—Royal Mail Two Track Tricycle, side gear; excellent condition, perfect in every way; hollow rims, ball bearings throughout. Cost \$175. Price \$90. Owner obliged to give up riding. Can be seen at WILLIAM READ & SONS, No. 107 Washington street, Boston.

54-INCH HUMBER RACER; never been ridden. Price \$100; cost \$140. Address H. R. LEWIS, 115 North Second street, Philadelphia.

FOR SALE—Club Tandem; balls all around; in fine condition. Price \$130. Apply Room No. 14, 32 Pemberton sq., Boston.

COLUMBIA TANDEM FOR SALE—Good as new; has been ridden but 150 miles. Price \$180 for cash. R. S. COON, Fitchburg R. R. Depot, Boston.

FOR SALE—Quadrant Tricycle No. 8; Bicycle steering; 40-inch driving and 26-inch steering wheels; ball bearings all round; detachable axle, reducing width to 29 inches; luggage carrier and Lakin cyclometer; has been used but little, and is in perfect running order. Price \$140. QUADRANT, Box 1286, Boston.

56-INCH American Champion, 1887 pattern, balls all round, including pedals; cow-horn handle-bars, cobble-stone anti-header saddle. Almost as good as new; price, \$75.00. Address, C. E. ALEXANDER, Tarrytown, N. Y.

(Continued on Page 18.)

To the Editor Bicycling World:

There's an advertisement in the last issue of your journal that says Wanamaker & Brown make the best regulation uniforms for Bicyclers.

Who are Wanamaker & Brown?

Inquire in Philadelphia.
Inquire in Chicago.
Inquire in St. Louis.
Inquire in Pittsburg.
Inquire in Louisville.
Inquire in Washington.
Inquire of some of our 600 agents.

We do the largest retail clothing business in the country. We have only one plank in our platform: Reliable Clothing at the Least Prices.

How else could we have got the largest business? The fact speaks for the shrewdness of the American people and our fairness.

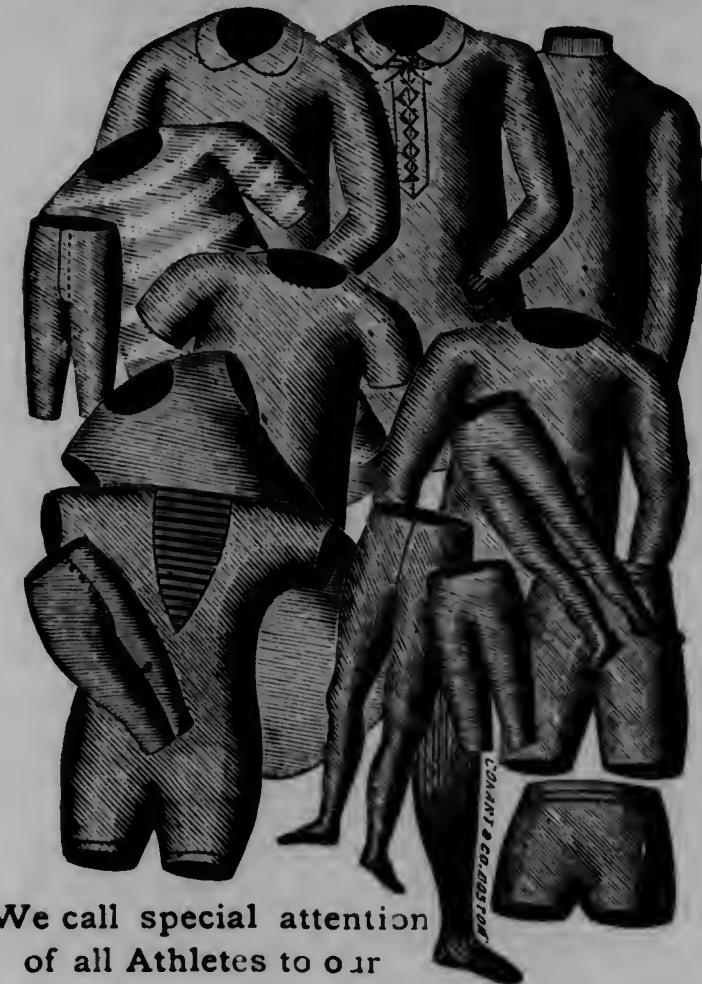
Isn't Uniform Clothing a little harder to make?

It couldn't be harder to make bicycling uniforms than railroad uniforms, military uniforms, band uniforms. Ask the largest and best companies in the country how Wanamaker & Brown do their work? Not a branch of our business is doubling itself faster than that of uniform making.

Besides, the National Association says we make the Best Bicycling Uniform. They gave the contract for goodness and doing it for less money.

Send your orders along.
WANAMAKER & BROWN,
Philadelphia.

Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our Jersey-Fitting Garments. Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List. Manufactured by

HOLMES & CO.,
17 Kingston St., Boston, Mass.
Please mention this paper.

Jersey-Fitting Underwear Co.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

PRICE \$1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

MANUFACTURED BY THE
Jersey Fitting Underwear Co.
17 Kingston St., Boston Mass.



THE
Standard Gloves.

Made from

CALIFORNIA

BUCK SKIN,

with Open Backs—(or Knit, if preferred).

Reinforced and padded where the greatest wear comes; open fingers which give full use of hands; fastened across the back of wrist with a patent fastener. These gloves will never get hard no matter how wet they get. They will always remain soft and pliable. A great help to avoid cutting the hands in case of a fall. Cyclists who have once used these gloves will never go without them.

Price, by Mail, Best Quality, \$1.25 per pair.
W. C. BOAK, Le Roy, N. Y.

Discount to the trade.

INCOMES INVESTED

In good Second Hand wheels always return a fair equivalent, but shun the old and worn out cycles that are advertised and sold at low prices. A good second-hand bicycle or tricycle has a market value, and when offered below the market something is wrong. I have a few of the good ones in stock that I am offering at fair prices, not way down, but guarantee a good value for the money. All in perfect order and as represented. Send for second-hand list, and then ask for a detailed description of any wheel that you may select.

Those who desire new bicycles will not, I hope, infer from the above that I am only a second-hand dealer. I have a full line of new Columbia Cycles, all styles of finish and all sizes. Call and see my stock.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.

BICYCLE OUTFITS.

CAPS. Finest quality of Navy Blue, Brown, and Bottle Green Cloth, glazed vizor, \$1.50; Cloth covered vizor, \$1.75. In Corduroy of same shades, glazed vizor, \$1.50. All with ventilated top.

JERSEYS. Made of the best woven worsted, with turned-down ribbed collar, in White, Royal Blue, and Navy Blue, with Striped Collar and Cuffs, \$5.00; without turned-down collar, in plain Brown, Navy Blue, Maroon, Black and Green, \$4.00.

SHIRTS. Top quality of light and dark Gray and Brown Flannel. Our own make. The most popular, neat-fitting Bicycle Shirt in the trade, \$2.50; extra quality, Navy Blue, \$3.00.

SUITS. Coat and Knickerbockers of the finest texture of Corduroy. As perfect in every detail as the best custom make. Brown, Blue, Drab, Black, and Green. Coat, \$3.50; Knickerbockers, \$5.00.

BELTS. English make, of Strong Silk webbing, in stripes and plain colors, with silver snake buckle. Adjustable to any size. Specially adapted to wear with flannel or negligee shirt for Bicycling, Athletics, and all out-door sports, 50c.

HOSE. Large stock of English heavy-ribbed Worsted Hose. Extra long, and meet every requirement of wheelmen, tourists, and others who want a first-class Hose. Navy Blue, Brown, Black, Steel, and Green. Perfect in make and shape. Sizes 9 to 11. \$1.50 a pair.

HOSE SUPPORTER. The strongest and best device to hold bicycle and all other hose is Perego's Champion Supporter. Comfortable, easy, no strain; gives readily to movements of the body. Made of the best drab cotton webbing. 50c.

SHOES. A complete stock of Bicycle Shoes, the most popular of which is made of the finest Kangaroo leather, laced to the toe, with sole of heavy red rubber, sewed all around. This shoe is both substantial and very nobly. \$4.00. Genuine English C. T. C. cloth, \$4.00 a yard, double width.

Ira Perego Outfitter, 128 and 130 FULTON ST., and 87 NASSAU ST., N. Y.

An Illustrated Catalogue of Outfits for TENNIS, YACHTING, ROWING, and all Out-door Sports sent free, if Bicycling World is mentioned. Mention this paper.

SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

THE NATIONAL A HIGH GRADE BICYCLE



THE CENTAUR MEDIUM GRADE YOUTHS APOLLO WHEELS.

BEFORE BUYING, SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

THE FAMOUS CUSTOM-MADE PLYMOUTH ROCK \$3 PANTS



Full Suits and Overcoats at proportionate prices. Owing to the enormous number of mail orders received from New York City alone we have opened there a branch salesroom, at 285 BROADWAY, opp. Stewart Building.

DO YOU WEAR PANTS

where our New York customers may call and be measured, without the trouble of writing us. But, if our goods are so desirable in New York, surely they must be bargains to the customer in the country, where clothing is higher. These goods are within the reach of every one in the United States, all at the same price, excepting cost of postage or express. Upon receipt of 6 cents we mail 20 samples of cloth to select from, self-measurement blanks, and a 48-inch linen tape-measure. If you cannot wait for samples, tell us about what color you prefer, send us your waist, inside-leg and hip measures, together with \$3.00, and 35 cents to prepay express or postage, and we will guarantee safe delivery and perfect satisfaction. For any cause, we refund money upon request, or make another garment if customer desires. The American Express Co. (capital \$20,000,000) will promptly reply to any inquiry sent their Boston office. Address all mail to us at Boston office.

PLYMOUTH ROCK PANTS CO.,

18 Summer Street, Boston Mass.

SPADE HANDLES,
THE BEST AND HANDSOMEST MADE, FOR

\$2.50.

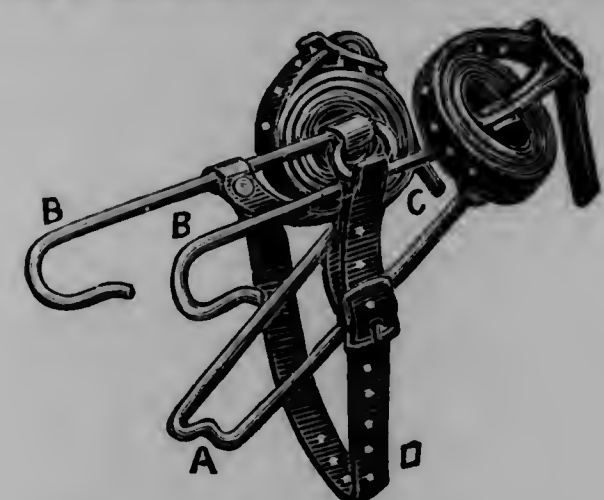
Sent to any Address on Receipt of Price.

Special Discount to the Trade.

CYCLE SUPPLY CO.,

3 Berkeley St., Boston, Mass.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A" Bracket rests on brake spoon. "B" "B" Hooks over handle bars. "C" Straps. "D" Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Discount to the trade.

C. H. SMITH,

249 Woodward avenue, Detroit, Mich.

THE BICYCLING WORLD (established 1890). The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.



No. 1.

THE * SPRINGFIELD * ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.

No. 1 cut shows the \$75 Springfield Roadster which retails for \$75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the \$100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

CATALOGUE FREE.



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SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

NEW MAIL,

WITH ITS SPECIALTY,

TRIGWELL BALL BEARING HEAD,

Is having a Great Demand!! A Superb Wheel in Every Detail. Every Part Steel Forging, and the Trigwell Ball Head Wheelmen WILL HAVE! Wheelmen recognize in getting a new mount the consistency of getting the BEST, and is not the Best the Most Improved?

There is even no criticism now on Trigwell's Ball Head. It is fully conceded a Clear Advance in cycling. No bother in oiling; no bother with Adjusting; a great assistance in Hill Climbing and delight in steering. Is not our Perfection Strong Backbone an improvement? Not one broken last year, and the worst falls come from weak and broken backbones.

Is not our RIM stronger than any others NOT ONE BUCKLED RIM last year!!!

The NEW MAIL is the Only Wheel having these improvements, and we think it is pretty generally conceded to be the Handsomest Wheel in the market.

SEE ONE! TRY ONE! Insist on your dealer actually showing you one before deciding. If not satisfactory you Need Not Take It; or write us and we will send one.

In places where there is no New Mail Agency we want one. WHY DON'T YOU APPLY FOR IT?

WE WANT A GOOD AGENT IN EVERY TOWN.

Handsome photograph of New Mail, 10 cts. in stamps. Large photograph for club rooms free if requested by an officer of the club.

Illustrated Catalogue Free.

WM. READ & SONS,

Manufacturers of New Mail,

107 Washington Street, - - - Boston.



William A. Rowe, Champion Bicyclist of the World on the Columbia Racer.
BICYCLING WORLD AND L. A. W. BULLETIN, PLATE NO. 6.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 4 MAY, 1888.

THE New York Press is a paper that we are glad to see taking up the question of Road Improvement, as proposed and backed by the New York Division of the L. A. W. This is not to be wondered at, however, when we find that the names of Charles Richards Dodge and W. I. Harris are connected with the paper as co-editors. We congratulate the cause on securing such a valuable ally as the Press to further the good work. We have no doubt that Mr. Dodge will never lose an opportunity to educate the ruralist up to the belief that a good road is an economy of horse flesh, wagons and temper, that they cannot afford to overlook.

THIS alas too true, and "we acknowledge the corn," that we pinned our faith to the wrong man in backing Rowe against Howell. We were honest in our oft-expressed opinion that Rowe would prove the better man. Certainly had we been offered ten to one hundred that, bar accidents, Howell would lead Rowe twenty yards at the finish of a one-mile race, we should have been tempted to gamble. We have nothing more to say on the subject, except to name Richard Howell as the undoubted champion bicyclist of the world. He has established his claim beyond a doubt. He has met the fastest men of Europe and America, and he has defeated every one of them fairly and squarely. Rowe has also been beaten by W. Wood, a man who is undoubtedly one of the fastest riders in the world, but by no means Howell's equal. In connection with the first race it will be of interest to quote from a private letter of one of the best English racing authorities. He says: "Richard led from the start for four and three-fourths miles, a thing he's not done

for months. Do you know why? To keep the pace slow. If Rowe had taken him four miles in twelve minutes he might have killed him in his present form (Howell's, I mean). In the fifteen-mile match with Wood, and in the one-mile championship, Howell was run off his legs and couldn't save his spurt to the finish, and if Rowe had hustled him he might have won. Howell "kidded to him," to use a slang phrase, threw off his cap in the fourth mile, and made all the "business" of a played-out pace-maker, thereby inducing Rowe to make his effort too soon, and the result was that in something under two hundred yards Howell caught up and led by six yards at the finish. Howell trains on every day, and will be a better man every week, so will Rowe; and half a dozen lickings will make him a better champion, by teaching him to use his mind as well as his legs, and not to let himself be jockeyed by a little trick, which any boy at half limit would have seen through." The subject of our cartoon this week is W. A. Rowe. We are sorry that we cannot add the coveted title of "champion of the world."

DECISION IN THE POPE-GORMULLY SUIT.

Editor Bicycling World: I am just in receipt of a despatch from Chicago, saying that in the five suits of the Pope Mfg. Co. vs. Gormully and others which were waiting decision "the court has decided every point in every suit in favor of the defendants, and appeals [to the Supreme Court of the United States] have been prayed and allowed." It will be some days before I have a full text of the decision, but when it comes you can have full benefit of it.

Yours,

CHARLES E. PRATT.

Boston, 30 April, 1888.

IMPORTANT DECISIONS RENDERED BY JUDGE BLODGETT.

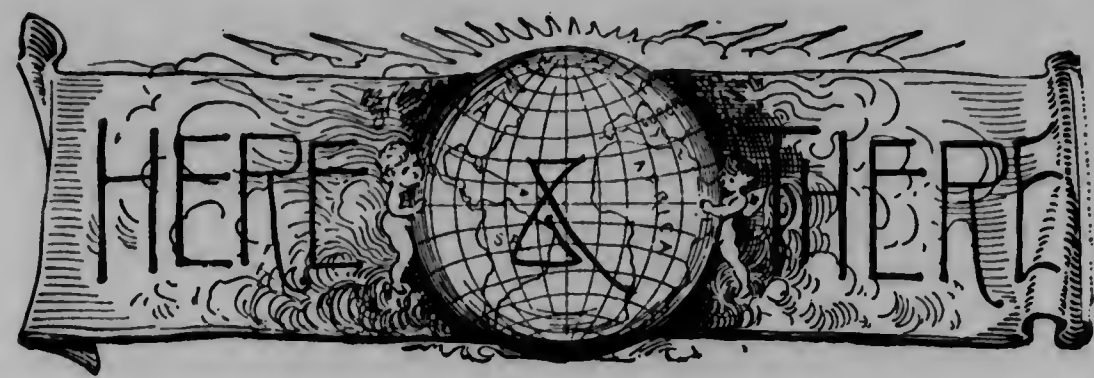
Editor Bicycling World: The cases are, No. 824, Pope Mfg. Co. vs. R. Philip Gormully; No. 829, Pope Mfg. Co. vs. Gormully & Jeffery Mfg. Co., R. Philip Gormully and Thos. B. Jeffery; No. 830, same vs. same; No. 880, same vs. same; No. 845, same vs. same; argued before Judges Gresham and Blodgett January last, occupying four days, were decided to-day, dismissing all bills against the defendant without reservation of any kind.

This litigation has been pending some time, and is of great interest to the parties interested. The main case was No. 824 the history of which is as follows: The Pope Mfg. Co. were the owners of certain letters, patents on the construction of bicycles and tricycles, and licensed certain people to manufacture under them, and amongst them they licensed the defendant.

The defendant contended that when he made this license, he understood that it was to terminate absolutely, as to all its conditions and agreements, on April 1, 1886. The complainants contended that although patents under which the defendant was licensed had expired, and the defendant thus relieved from paying royalty, he was estopped from disputing the validity of all the patents named in the contract, and was also estopped from manufacturing goods containing certain features for which the defendant was not licensed. The Court ruled otherwise, holding that the license absolutely ended in all its parts and conditions at the date named, and that no estoppel or agreements existed after that date. Case No. 829 was on the same subject of the contract but included the associates of Gormully; that notwithstanding the license was signed by alone by Mr. Gormully, they were also liable under it; the Court in this case rules as in the last, that as no estoppel existed after the first of April, 1886, there was no case against the other parties involved, and dismissed the bill accordingly. Cases 830, 880 and 845 were all suits for infringement of patents held by the complainants, asserting that the defendants infringed each and all their patents in the construction of their machines, and ask for an injunction. The Court discussed each claim in their patents, and decided that the defendants did not infringe any one of them, and the suits against the defendants were accordingly all dismissed. The decision of the Court as rendered, was lengthy, going minutely into every part of the subject-matter, and quoting references in support of the decision rendered. The Court refused, at the suggestion of complainants' counsel, to review any portion of the decision. Complainants' counsel prayed an appeal to the Supreme Court of the United States.

GORMULLY & JEFFERY MFG. CO.

Chicago, April 30, 1888.



ENGLISH LETTER.

"SENATOR."

The drop has fallen, and America's cycling pride is a lifeless corpse in British public opinion. How about your vaunted records? How about your—there I cannot dwell on the subject, it is too painful for thought, let alone putting into cold type. The "representative" cyclist of America, who holds world's records, went down, and went down disgracefully, too, before Howell, the British champion. "Why, Temple could give him a start," and "Woodside certainly made a better fight of it," and "trot out the rest of your champions," were the cheerful (?) comments which greeted my ears in walking to the office of the Belgrave Grounds on Saturday. What is two hundred pounds to an American team, even though it was hard-earned, to the disgrace of our country's champion, as the papers and public persist in declaring "the Americans should have put Temple and not Rowe against Howell?" Rowe, to the credit of Mr. Allen, his trainer, and more so to the three men who brought him over, was in splendid form, and no expense or care was spared in bringing Rowe to the mark in form fit to ride for his life. The English champion, demon that he is, on and off the wheel, rode with that remarkable pluck and judgment which characterizes all his races, and deserves every credit for his splendid performance, and no one more than myself gives him more credit, although it goes without saying we would have liked to have won. The extraordinary amount of "gush" and back-biting indulged in by a section of the American press, regarding the efforts of the original American team, was such as to make them believe that all Rowe had to do was to get up and say to Howell, "good-bye," and pick up his money; therefore, now the tide-flood gates of scepticism and sarcasm are let loose, I thank my stars that no "bluffing or blowing" was indulged in by the team prior to the contest. We knew our opponent and preferred to wait. What did your New York contemporary say a short time ago? Was it not to this effect, "that to compare Temple with Rowe would be like comparing a thoroughbred, stocky race-horse to a shetland pony?" Quite so. Rowe was like a child to the Englishman, when the latter closed for the final struggle, and to compare Rowe's effort to that of Temple's when pitted against Howell, would be an obvious injustice to Temple. The latter was only beaten a foot, a yard, and once a dead heat, but Rowe was beaten fully six yards, and who knows how much further, if it had been necessary.

HOWELL, contrary to his usual methods, made all the pace, which is much to his credit, although the time, 15.37 1-5, is not fast, but fast enough for Howell to win after doing exactly what he was not expected to do. The "great sympathizer and supporter" of American records of 152 Fleet St., London, joins the throng, and remarks this week: "Didn't we tell you so? Wood, we are sure, will beat Rowe next Saturday, and Howell, *we are quite sure*, will finish him at the mile at Wolverhampton." So you can weigh and appraise the value of such candor and friendship to America, and then in the future treat "sentiment," and not impartiality, accordingly. Rowe before the race declared he never felt better, but I believe he was a thoroughly frightened man before the start, although the team and his friends made every effort to keep his spirits in "a normal state," as the learned doctors say.

I go North to-morrow, to witness the twenty-mile match, Rowe vs. W. Wood, the celebrated North country man, who recently twice defeated Howell. According to public form, therefore, we stand a good chance to lose another hundred "quid," but I rather think Rowe, this time, will win, as he is not riding against the Sullivan of cycling, hence his pulse won't be in such a feverish condition. If he can't win he will probably return to America, as Temple is good enough to beat Wood, and will have another good try at Howell.

FRED WOOD, the noted "pro," who has been playing the part of David the good (i. e.), taking another man's spouse to himself, in Australia, arrived home yesterday, and Leicester, who believes in the old adage that "charity covereth a multitude of sins," exercised that charity in receiving their erring brother with open arms. I should have liked (no, I don't think I should) to have seen the meet-

ing between the muscular Mrs. Wood, nee Miss Jones, and her "Freddie." I believe the said Mrs. Wood, nee Miss Jones, informed a Leicester friend that she would forgive the erring one, if he would promise to at all times allow her to accompany him in his travels abroad hereafter. The trouble is, with the Leicester professional, he verily believes himself to be a veritable Adonis, and the fact of that long nose doesn't in the least interfere with his belief. Dick Howell, in talking it over the other day, says he has a firm belief in the immeasurable depth of woman's forgiveness, and volunteered his belief that if Wood would only play the part of a man (i. e.), go home and fall on his wife's neck, and ask her forgiveness, he believed that, like the reward on the recovery of a valuable pup, "no questions would be asked."

Here's a go, we are all to be wax-worked in the celebrated Madame Tussaud's London establishment, and Temple's smile will be preserved to posterity. The ever-popular and enterprising young man, W. S. Golden, who controls the finance department of the *Cyclist* and *Bicycling News*, N. C. U. handicapper for the Midland counties, captain and editor of the Coventry District Cyclists Club, the fourth largest club in the United Kingdom, and what other innumerable offices the Lord knows, received a letter from the London firm the other day asking his help in procuring a dozen of the most noted cyclists in the world for a room of wax to be especially devoted to cyclists. Of course most Americans who have travelled know the immense wax-work establishment in Baker street, London, and the great amount of interest royalty and the nations at large take in it. Well, among the names who are to be rolled in a vat of wax are Messrs. Sturme, Golden, Howe, Woodside, Temple, Morgan, Hillier, Furnivall, Illston, Osmond, Bower and Howell. So when you come to London Mr. Editor just step into Madame Tussaud's & Sons and shake hands with the boys. They will always be "at home" to American friends and critics likewise. Temple's smile, I'm sure, will recompense you for your visit.

WHEEL circles have been agitated this week with the report that Buckingham (late boss with Hillman, Herbert & Cooper, Coventry, and J. H. Adams (late London manager with the Howe Machine Company of Glasgow, had bought out the Howe concern, and would in future make the "Buckingham" and "Adams" cycles. Mr. Adams hinted to me in London recently that a "startling announcement" would soon be made. I asked him if there would be a job vacant for me, he smilingly stated there was. I will only look after the finances. The new firm have one of the most complete plants at Glasgow that any manufacturer enjoys, and with Buckingham's mechanical ability and J. H.'s well-known push the new firm should do good things.

RALPH TEMPLE's foot, which has troubled the little Chicagoan for ten weeks, is now nearly well, and you can expect to hear of him doing well at Whitsuntide. Woodside is riding faster than ever, and looks handsomer than ever also. The new team turned up to see the Rowe-Howell match, and of course was disappointed. Reports are current *Wheeling* will again change hands, owing to a law suit. I hear McCandlish is open for an editorial chair. The suit, Alexander vs. *Wheeling* for libel has been postponed until midsummer, owing to scarlet fever, which has attacked *Wheeling's* staff. Rowe writes three times a week to America and cables often. Woodside's father's will has been proved and records \$300,000 of property, half of that in United States Government bonds.

NEW JERSEY NOTES.

"RATCHET."

distance from the Newark Bay.

THE Orange Wanderers were out in force on Saturday (28 April) for a run to Montclair and Roseland, leaving their club house at 4 P. M.

SATURDAY (5 May) the Orange Wanderers will run to Llewellyn Park, Eagle Rock and St. Cloud. The morning runs, starting at 5.15, and ladies' runs, starting at 9 A. M., commence on Wednesday (2 May) and continue through the season.

THE wretched condition of Palisade avenue, formerly one of the finest thoroughfares in Jersey City, is commented upon on all sides. Here is a good chance for the Hudson County Wheelmen and Jersey City Athletic Club to make their influence felt, by "going for" the authorities. The two organizations can muster a large number of voters whose claims should be forced to the attention of the politicians.

APROPPOS the road race, I have a very strong opinion that the score cards will start off something after this fashion: First, Kluge, 1.29 (or better); second, Stenken, 1.30 (ditto). If Harry J. Hall, Jr., and H. L. Bradley start (which I hope will be the case), I'll place Hall in third place, well-up, and put Bradley, Baggot, T. J. Hall, Wilson, Mead, Berry, Schoefer, and Knox in close order, although I think Baggot, Bradley and T. J. Hall would make the hardest race. But the race is not yet run!

THE Decoration Day road race is beginning to attract a great deal of attention already. The good people of Irvington and Milburn have been afraid that some other course would be chosen, but when assured that they have a chance to gaze upon the brawny racers on May 30, they felt happy. You can wager your last summer's straw helmet that the anti-road-racing advocates are a very small minority in this section of cyclodrom. If anyone doubts my assertion that every man, woman or child from the flag pole to Campbell's Dam is in sympathy with the "Alphabetical Association," I'll refer them to Editor Priol or "Jonah," who have "taken in" all the previous races.

SYRACUSE.

"SALINA."

THERE'S something the matter with the weather. Last Wednesday it was cold enough to snow, and the wheels were frozen up with everything else. But the weather prophet (haven't you heard of him? That's strange. His name is Calthrop; he's a Unitarian minister, and a scholar with a strong scientific bent, a believer in the great sun-spot weather theory, etc., and when he says it's going to rain, that's it, and we leave our wheels at home, and take our goloshes with us in our inside pocket) said it would be warmer next day, and it was, only more so. It was hot. We haven't had any spring here. Winter forgot the "beautiful—" (you thought I was going to say spring, didn't you?) months, and jumped right into summer; and so the wheels were out Thursday. Lots of new riders. All on the quiet, the old riders had made deals with "the boys," sold their old, worn-out mounts, and the streets are full of "tender-foot" wheelmen. Club members tackle the new ones as soon as they can stand alone.

SUNDAY was a beautiful day, and many of the boys who have not been able get out before tried the roads.

WE are working for 100 members. When that number have passed the "black-ball ordeal" then we'll talk of a club house; but our plans will do for a later item.

CLUB runs will be held Tuesday evenings of each week. Syracuse is surrounded by a number of small towns and summer resorts, which make pleasant turning points in an evening's ride.

WHEELMEN from Oneida and Canastota have been invited to join our Decoration Day run to Cortlandt, and from the returns we will probably have a company of twenty-five or thirty in line.

PROSPECTS are good for a quarter-mile track here, before the summer is over. The work is to be done by the Y. M. C. A. for its gymnasium, but the track will be open to club members on certain conditions.

As a necessary precaution, looking towards the life of the club, a long list of names has been secured, of members who promise to buy an elaborate supper for the club, should they be so thoughtless as to follow in our bugler's steps.

WE are growing. We'll have seventy-five members, if the boys all live and remain in "single blessedness," by the time the robins (you thought I was going to say "nest again," didn't you? Well, it will be all right to say) go South again.

HORACE G. PERRY, a former member of the club, now of Chicago, is proving himself a formidable athlete to some of the swell Chicago runners and jumpers. A short time ago he captured two prizes in the Union Athletic Club contest, and now he has taken two gold medals in running events at a public contest between the members of the three principal Chicago athletic clubs. Horace was a good man on the road here, and seldom had to take anybody's dust.

OUR bugler stood up at a wedding the other night. Our bugler's name is "Chuck" Truesdell. If there's another "Chuck" in this world or the next, I'd like to hold one and draw the other; they would make a pair that would rob the bank. Our bugler didn't say much about the wedding, but he bought sherry flips to brace him up, and smoked good cigars for a day or two prior to the ceremony. He stood up at the wedding, as I said, and when the minister (Rev. C. D. B. Mills, Secretary of the Bureau of Labor and Charities, and

Society for the Prevention of Cruelty to Children) asked, "Do you take her, Charlie, to be your lawfully wedded wife?" our bugler said "I do!" And she took him, and they are on their wedding trip now. When our bugler returns he will be requested to do the proper thing.

PITTSBURG and VICINITY.

"DUQUESNE."

THE prospects for a wheelmen's park are improving, but the work is yet in an embryo state. It is proposed to obtain a charter for a limited corporation, with a capital stock of \$1000, divided into 100 shares of a par value of \$10 each, all stockholders to have the freedom of the grounds, and those who do not purchase stock, can buy an "annual," which will give them the privilege of using the grounds without any responsibility whatever. The "annual" will probably sell for \$5. Mr. Jno. Grove has been elected chairman, *pro tem*. Every rider in the two cities should at least take an "annual."

W. D. BANKER has climbed Hazlewood Avenue Hill, and from what I hear it must be a good pull. He made one dismount for a gas trench. Next!

THE Ivel safety has struck town, but it is too soon to express an opinion on it, further than to say it looks neat and pretty, and appears to be rigid.

I HEAR that W. J. Downer will change his place of residence to Brooklyn. He is a nice rider and pleasant companion, and would be a welcome addition to any club in that city.

WHILE passing Grove's stores on Fifth avenue, a few days ago I noticed one of his ponderous delivery wagons with some wheels inside, and a good picture of a man riding a wheel, painted on the side of the box seat, this looks like selling bicycles, and judging by the way he is receiving machines, he must be selling a great many.

CHICAGO.

"THE MULE."

CERTAIN members of the Lincoln club feel aggrieved, claiming that I have not, heretofore, paid as much attention to their club as is its due. Perhaps they are right. The club is the youngest in Chicago, yet has a membership far in advance of any other, in point of members. Whatever they do, they do thoroughly, and I am assured that this is to be their policy in all things. A week ago they had a smoker, and a grand affair it was. When I ventured to pass a remark on the way it was conducted, I was tickled to hear some one reply: "Why, my boy, they didn't know how to do this sort of thing until the Lincolns came into the field." The programme at the aforesaid smoker was long, varied and highly meritorious. Frank Lincoln, humorist, Eddie Manning formerly with Haverly, Prof. Schueidewirth, pianist, Emil Lamb, zither soloist, and Ned Oliver the irrepressible were all there to make things lively and they did it. Charley Leig, the Owl's histrionic artist smoked too strong a cigar and couldn't come to time. Secretary Spooner was a very busy man, and made the visitors feel at home instantly.

A POOL tournament is in progress at the Chicago club rooms.

THE Illinois club will shortly move into new rooms at the corner of Adams and Leavitt Street.

W. J. MORGAN has written a gentleman here that if a six-day race can be arranged for the last week in October, he will bring his present team, Dubois the Frenchman, and a first-class English rider. A race will probably be arranged at Battery One.

A RAFFLE for a Columbia Light Roadster, presented to the Owls by R. D. Garden, came off successfully, and the wheel was won by George Wilson. Cory was second. This club will open its new house with a reception some time early in May.

THE *Referee*, a five cent paper, devoted very largely to cycling, will be out May 7, and will appear weekly thereafter. I have reason to believe that it will receive extensive patronage, and as it is in the hands of people who are supposed to understand their business, and it will doubtless prosper.

THE *Tribune*, in referring to our annual road race, describes it as "Garden's animal road race." Entries have commenced to arrive, among those received being Leig of the Owls, Roe and Ingalls of the Chicagos, and Davis and Pierce of the Illinois. Five bicycles have already been given for prizes, by manufacturers, and Montgomery, Ward & Co. have donated a gold watch.

LONG ISLAND NOTES.

"WING-FOOT."

BETWEEN East New York and Flushing the only known route lies through Jamaica, a distance of about fifteen miles, making the trip from Brooklyn a hard twenty-miles, round two sides of the triangle. Several times attempts have been made to find a road through the wilderness lying about the head of Flushing Bay, known as White Pot. I tried it once, but only succeeded in getting completely lost, and now another of the Mercurys has taken the matter up, with good hope of cutting the distance down to about twelve miles, in almost a straight line.

THE North Hempstead turnpike has been taken from the company, and will probably be better taken care of by the county than has been the rule of late years.

LLOYD'S Queens Athletic Club's track has been put in fine condition, with raised corners, etc. Mr. L. has offered a trophy for competition by club teams, and individual "best mile" prizes.

THE rates at the new hotel at Hempstead are: For full dinner, one dollar; for supper, lodging and breakfast, two dollars; by the day, two dollars and a half; lunches, ala carte. The hotel is really a fine building, and has twenty-three rooms, all well arranged and comfortable.

In contradiction of the claim of Messrs. Barkman and Borland concerning the opening record to Babylon this year, published in the *Wheel*, issue of April 20th, I would state that Messrs. L. A. Clarke and F. W. Lincoln, of the Mercury Wheel Club, rode to that place on Sunday, April 9th, from Flushing, a week ahead of the former gentlemen, and hold written proofs of the performance. Distance, 39 miles, via Jericho and Amityville.

THE Jericho pike, and in fact all the island roads, never were in better condition than last Sunday. It was intensely warm, however, and the temperature in-doors ranged about 85 degrees. I was out at the fort at Willett's Point, Sunday morning—one of the most beautiful spots about New York—and as soon as the grass gets fully started and the cherry trees, with which the road is lined, are in blossom, it will be a paradise for cyclists, which, it is a pity, more have not visited.

BUFFALO.

"MERCURY."

THE Ramblers are jubilant, Ducker is enthusiastic, and everybody expectant regarding the big tournament. An another interview with Ducker convinced me of the fact, that he is, in every sense of the expression, "the king-pin of tournament managers"; his big cranium is just loaded with new and original ideas concerning cycling tournaments. He came here a comparative stranger and immediately began to boom his tournament. We 'uns weren't particularly stuck (pardon the vulgar expression) on it, and that makes his success all the more praiseworthy. It wasn't long before we caught the fever and then the big tournament was the talk of the town. One of the clubs was expected to take hold of it; but which one, nobody knew. The Ramblers, untiring in their efforts, and after many confabs and interviews, secured the prize and with it H. E. Ducker as a member of the club; from now on it will be the "Ramblers Big Tournament." It will be held on Sept. 4th, 6th and 8th during the International Fair. The week of Aug. 27th will be devoted to receiving the visiting wheelmen, and should the New York State meet be held here at that time, a big parade of wheelmen will take place the day before the opening. Fifty-five hundred dollars in prizes will be offered, "regular Springfield style," as Ducker puts it. There is no reason why this tournament should not be a success in every way.

"I took-my-first-ride-yesterday," fellows are numerous, and the accompaniment "O! how sore I am" is always sure to follow.

"Any club news?" was asked a Rambler the other day. "Yes, lots of it; Ducker has joined our club," was the answer. "Anything else?" "We are going to have the big tournament." "Anything else?" "Heaven's! man, isn't that enough?"

AMONG other things, the *Courier* says: "Among the vehicles quite a host is made up of bicycles. Since the asphalt has been laid on Main and Ellicott streets scores of clerks ride their machines to and from work. They not only save time, but money. A man that rides in the street car to and from home pays out a little more than thirty dollars a year. Two years of that, or at most three, would pay for a good bicycle, which would enable him to accomplish the distance quicker than by car, and would besides give him the exercise which he can't get wedged in between two fat people, or hanging to a strap in a horse-car. The only sad thing about the bicycle is that none has yet been invented on which a fat man looks graceful."

NEWS

AND COMMENT.

HARRY COREY is back from the West. He says that the year is going to be one of the biggest that the trade ever knew. All dealers are pushed to their utmost to supply the unprecedented demand. He speaks of the kind personal reception given him at several places, and is particularly enthusiastic over the attentions shown him by "those thoroughbreds" in St. Louis.

THE authorities in New York are enforcing the law requiring cyclists to carry lamps after dark.

MR. CHARLES RICHARDS DODGE is associated with the *Weekly Press*, of New York, as agricultural editor.

THE Tacoma (W. T.) Cycle Club and the Fairmount Bicycle Club, of Hyde Park (Mass.), are the latest foundations.

MR. P. M. HARRIS, of New York, has accepted a position with the Springfield Bicycle Co. He will travel through Pennsylvania and Ohio.

THE Newcastle Club has secured the quarter-mile and one-mile Pennsylvania State Championship to be decided at their race meeting on July 4th.

THE Sterling quadricycle appeared at Chestnut Hill reservoir last Sunday, and of course the new machine was "tried" by almost every one present.

THE South End Wheelmen, of Philadelphia, will move into their new club house in a week or two, with a largely augmented membership on account thereof.

AN English paper says "The Rudge takes the world's championship." Is that so? We thought Howell rode the Rudge and not the Rudge that rode Howell.

THE New York City wheelmen are going wild over road cyclometer records. Several of the New York Bicycle Club men have already got some 500 to 600 miles to their credit.

THE Jamaica Plain Bicycle Club gave a complimentary supper last Monday evening to Mr. N. L. Grant. Mr. Grant starts May 3d with the Raymond excursion party for California.

THE house-warming of the Rhode Island Wheelmen took place on Wednesday evening, and was a complete success. An exhibition of wheels and sundries was a practical and interesting feature.

AN English gentleman writing on the late Howell-Rowe races says: "I think we shall make a champion of Rowe when he's had some English track experiences and some miscellaneous practice."

AN earnest appeal is being made to cyclists along the route of the proposed cinder path from New Haven to New York, to come to the front and support with their ducaats the scheme of building such a path.

A WELL-POSTED Lynn man told us the other day that Rowe took longer to get fit than any other man on the racing path. If this is the case then Rowe may have a chance back at Howell next fall at Buffalo.

THE advocates of road racing made a strong point where the Orange (N. J.) Wanderers withdrew their resignation from the New York and New Jersey Team Road Racing Association. Mr. W. A. Belcher and C. W. Freeman are the delegates to the association from the club.

RHODE ISLAND glories in the fact that they do not need any Liberty Bill to secure the rights of wheelmen. They claim that nowhere is the cyclist more free and untrammelled than in Rhode Island. On the other hand they deplore the fact that their high-ways are execrable.

In last week's issue of the paper we got very much mixed up in trying to name the organizers of the New York Club. We got the Ixons confounded with the New Yorks. The organizers of the New York Bicycle Club were: Kirk Munroe, Kingman Putnam, E. W. Adams, E. J. Schriver, Howard Conklin.

THE Jamaica Cycle Club, of Jamaica Plain, Mass., has called runs for the month of May as follows: Sunday, May 6th, social run to Waltham; Sunday, May 13th, to reservoir; Sunday, May 20th, to pumping station; Tuesday, May 22d, moonlight run to Dedham; Friday, May 25th, to Waltham.

THE *Vermont Bicycle* comes to us in a new form this week. It contains 16 pages of interesting general reading matter, three of which are devoted to cycling. The paper does the honor to take quite liberally from our pages and credits same. We wish the *Bicycle* in its new form may live long and prosper.

OUR FAMOUS AND PATENTED RAMS-HORN BAR.

ORIGINAL AS IS OUR ENTIRE BICYCLE.

PORT HURON, Mich., April 14, 1888.
I much prefer the Rams-horn to the Spade handles. The Spades admit of but one attitude for the hand.
S. A. WOOD.

LITTLE FALLS, N. Y., April 17, 1888.
In regard to the relative merits of the Spade handles, and Rams-horn Bar, I would say: that for hill climbing there is no comparison, the latter being far superior to the former, but for ordinary level road riding, one is perhaps as good as the other, and both are far better than any other form.
J. E. SEARLES.

HORNELLSVILLE, N. Y., April 18, 1888.
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all.
R. M. PHANGEN.

PROVIDENCE, April 14, 1888.
In answer to your inquiry about Rams-horn and Spade bars, we think the former preferable and better liked this way.
E. G. BILLINGS.

ELMIRA, N. Y., April 16, 1888.
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar to use. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made.
C. M. JONES.

FLINT, Michigan, April 15, 1888.
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing.
HARRY BRIDGMAN.

MINNEAPOLIS, Minn., April 16, 1888.
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.
H. J. PUTMAN.

BAY CITY, April 13, 1888.
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bar, too, never hurts the fingers in stiff pulls at hill climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good lift up a hill give me the Rams-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Rams-horn bars, especially since you have secured the handles on.
BURT ESTES HOWARD.

LYONS, KANSAS, April 12, 1888.
We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward

dismount, they are more apt to retain the rider in their felt embrace. We think that this is an error and that there is no more danger than with C. H. J. H. ERNEST.

WARREN, PA., April 12, 1888.
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel.
C. F. L. KINSEOR.

LOUISVILLE, Ky., April 11, 1888.
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.
KRAFT & ADAMS.



DYON, Ohio, April 10, 1888.
Replying to your letter of April 9th regarding the Rams-horn handle bars, will state that we think they will become very popular after riders once get used to them. We find our customers are a little dubious at first, but after they have tried them, they invariably like them the best. Only one of our customers has ever gone back to the Cow-horn and plain handles after trying the Rams-horn.
A. W. GUMP & CO.

PEORIA, ILL., April 11, 1888.
We are enthusiastic indeed over the Rams-horn bar as you will see by the send off we give it on page 6 of our catalogue. It is certainly far ahead of the Spade in every respect.
GEO. W. ROUSE & SON.

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them.
J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.
B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others.
T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.
I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with.
D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.
E. A. WODE.

KENOSHA, April 18, 1888.
Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.
C. A. DICKHART.

CINCINNATI, April 18, 1888.
We find the Rams-horn bars almost a necessity on a bicycle now.
B. KITHLEDGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.
In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once.
C. H. SMITH.

CHICAGO, April 17, 1888.
Having used Spade handles on my machine for a season, I was thoroughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar, I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.
S. T. KIMMEL.

FLINT, MICHIGAN, April 15, 1888.
About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3109 miles, having used it in my Eastern tour. I now want to give you my opinions ever gotten out for a bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach. Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall. Never chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me \$5.00 or \$6.00 for repairs on them. I have not paid a cent for these. While I was touring many wheelmen tried my machine, and the universal expression was, "Ain't those bars slick?" "Best I ever saw" etc. As for myself I would not go back to the Spades under any consideration, providing I could get Rams-horn.
J. ELMER PRATT.

P. S.—Think your perfect fit handles are going to be a great success—like them very much.
J. P.

We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

CORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

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LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

"APOLLO LIGHT ROADSTER," 50-inch, \$130.

Highest grade Wheel made; Ball Head; Spade Handles; Detachable Bar.

"CHALLENGE" ROADSTER, 50-inch, \$100.

The best machine ever built for the money, including Spade Handles and Detachable Bar.

"CHALLENGE" ROADSTER NO. 2, 50-inch, \$75.

A thoroughly good roadster bicycle, with coned rubber pedals.

THE "SINGER" SAFETY, \$135.

Fast; safe; a great hill climber and coaster.

"MINIATURE" SAFETY, \$60.

For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; ad-justable coned bearings.

"MINIATURE" TRICYCLE, \$70.

30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

"S. S. S." TRICYCLES.

No. 1. For Gentlemen.....\$175

No. 2. For Ladies or Gentlemen..... 175

(The above furnished with "Singer's Patent Axle and Bridge.")

No. 3. For Ladies or Gentlemen..... 160

SPECIAL "S. S. S." TRICYCLE, \$185.

30-inch side wheel; 28-inch front wheel. Convertible for Lady or Gentleman

"S. S. S." TANDEM, \$250.

Steered by either rider.

"TRAVELLER" TANDEM, \$235.

40-inch side wheel; 22-inch trailer.

THE "VELOCI-MAN" TRICYCLE, \$195

The only practical Hand Power Tricycle for Invalids.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.

It is stated by our Irish contemporary that the most inveterate side-walk riders are ladies, and that recently a fair offender was arrested by a minion of the law, and fined \$3 and costs, or fourteen days in jail. It seems that it was found necessary to "make an example" of one of the dear creatures, as they had been presuming altogether too much on the chivalry of the brass-button "blue birds;" it got to be a nuisance, hence the arrest.

The second annual joint exhibition of the Amateur Photographers' Associations, of New York, Boston and Philadelphia, will be held at the Art Club in Boston May 7 to 12. Tickets of admission can be had by applying to the Committee of Arrangements, Edward F. Wilder, Geo. E. Cabot, Francis Blake, C. W. Canfield, John G. Bullock.

On Sunday, as L. J. Greves and R. J. Middleton were riding a tandem on the Lancaster pike, one of their tires came off and brought them to a stand-still. Mr. E. W. Burt of the Philadelphia Club, who was riding behind was unable to avoid them, came a cropper, cutting his head and face badly, but fortunately not dangerously.

To-morrow, Saturday, May 7th, is the date set for the great race given by the St. Louis Wheel Club. The prizes are worth running for, as will be seen: First, an 1888 pattern Victor Light Roadster, value, \$125; second, gold watch, value, \$65; third, gold medal, value, \$25; fourth, riding suit, value, \$15. The second and third prizes are guaranteed by Mermod & Jaccard Jewelry Co.

A CERTAIN individual hailing from Portland, Oregon, and signing himself A. Rube, writes that he has a girl and he has a bicycle; he loves his girl and he loves his bicycle. His girl does not like her "lover" to ride a bicycle as it is "not dignified." Now our swain is in a dilemma, and does not know which to give up? We pity Mr. Rube, and can only suggest that he buy the prospective Mrs. Rube a ladies' bicycle, whereby she too can enjoy the pleasures of cycling, and thus get rid of the ridiculous idea that cycle riding is "undignified."

"ONE of the young and enterprising wheelmen of Pine Bluff, Ark., recently attempted to ride across a rickety bridge on his bicycle. Nothing is calculated to give a man cooler judgment and compel him to keep his eye on the main chance better than to ride a wheel. This particular cyclist had not yet gotten control over his nerves, and when half-way across the bridge, by some freak of nature or force of circumstances—our reporter failed to get his 'notes' on this detail—he suddenly decided that he had better jump into the creek. This strange and novel decision was aided by his wire steed, and the catfish in that stream had a regular matinee performance for the next ten minutes."—Exchange.

THROUGH the courtesy of C. H. Luscomb we are in receipt of the 27th annual report of the Brooklyn Park Commissioners. It is an interesting document, and contains many beautiful plates of views in Prospect Park. Speaking of bicycling, the report thus lapses into the poetic: "Yonder on a wheel goes a tightly girt youth. When the shadows skirt the ground he seems to float along in the air. What keeps him up in the misty moonlight is a mystery. But lo, another, and another, and still another, all following their leader as the swans on the winter sky follow their trumpeting guide. Down and on they go over bridge and hill and meadow, till at last they fade out in the deep forest where only the glow-worm gleam of their many-colored lamps is caught at gay intervals, as they blink through the trees along the wood-skirted meadow. But enough, they are gone. Sometimes accidents happen to these wheelmen, but rarely. The sport is so well regulated that, as a general rule, horses are not scared by it, and danger is avoided."

L. A. W. No. 4134 writes: "I notice in the columns of your most excellent paper several articles about the old riders. I have just received a very interesting letter from an old companion in L. A. W., who is 54 years of age, and has but one arm, it having been shot off near the shoulder in a battle during the war in 1863. He began riding his American safety in 1885, and has ridden every rideable day since. He rode 3252 miles last year, and has ridden already 320 miles this year. His longest day's ride was 90 miles, from his home in Ada, Ohio, to Dayton. If nothing prevents it, he will wheel to the meet in Baltimore next June, going by the way of the National pike. I would also add that he makes all of his mounts and dismounts unassisted by any one, and that he is the youngest 54-year-old man I ever met. Cyclers along his proposed route would do well to meet him. W. H. Morrow is his name, and you may look for him to be near the front in the old men's race during the meet. For a verification of the above facts, any one can write any citizen of Ada and find out."

He did not look like a liar, in fact he had an open-confidence-in-

spiring countenance. He settled down, sighed, took out a corn-cob and proceeded to fill it with our best fine cut, and light same. Then he spoke:

"Do you want a first-class rawhide lie to put in your paper?"

We answered as calmly as our excited feelings would permit that we did not publish lies.

Then he sighed again, and began to toy with our gold watch and chain in an abstract, far-away, lost-his-mother-in-law kind of a manner.

"Sorry," quoth he. "I had a staller, a rip snorter, one that would have caused the cold type to curl up; but," he continued cheerfully, "do you fish?"

We replied that piscatorial enjoyments did sometimes enter into the sports we indulged in.

"See my neck?" he murmured, pointing to a dull, red streak just behind his ear.

We acquiesced, and awaited developments.

"Well," he said, "as you don't deal in lies, I want to tell you something that smacks of truth, and will cause your gorge to rise in sympathy. Pa and I were out fishing on Murder Creek last week, fishing for trout. I had hooked a fourteen-pounder and brought him to th. surface; just as I thought I had him he broke away. Instead of diving down out of sight, that darn trout just swum round on the top of the water, and he had murder in his eye if ever trout had it. He swam closer and closer, and at last, may I be jiggered, if the blamed thing did not jump clean out of the water right at me, hit me a chug behind the ear with his tail, and then flop back into the water. The blow knocked me senseless. When I came to, dad was hollering like a good fellow, for I'm blamed if that cussed trout hadn't fastened on to dad's coat tail, and was tugging for all he was worth to pull poor old pop overboard. I tell you we got ashore as quick as we could."

We faintly thanked the youth. He said "not at all."

We insisted we were much obliged to him that he had not lied to us, and then we took him gently and dropped him down the elevator well.

HOWELL IS THE BEST MAN.

THE following cablegram to the Boston *Globe* tells the sad story of Rowe's second defeat at the hands of Howell. We comment on this race in another part of the paper: "London, April 28.—The second of the three bicycle races to be contested by William A. Rowe of America and Richard Howell of England, for the championship of the world, was run to-day at the Molineux grounds, Wolverhampton. The distance was one mile. Howell won by 20 yards; time, 2.45. Howell also won the previous race, distance five miles, two weeks ago at Leicester. The ten-mile match, the last of the series, will take place at Coventry, Saturday, May 12."

A ROADS IMPROVEMENT ASSOCIATION.

A MOVEMENT is on foot in the State of New York which has for its ultimate object the general improvement of the highway system throughout the State. This is a commendable undertaking, which should enlist all citizens of the State who make use of highways, whether farmers, manufacturers (those doing heavy hauling), horsemen and carriage owners or wheelmen. Membership in the association is not limited to any class of citizens, nor are there membership dues, as the expenses of the association are to be met by voluntary subscriptions. Mr. Isaac B. Potter, Potter Building, Park Row, New York, is secretary of the association, and any one interested in its aims who wishes to join may do so at any time by simply sending his name and address to this gentleman.

A bill will shortly be introduced at Albany which will provide for the creation of a roads commission and present a plan for improving the condition of main thoroughfare of travel between county seats and important towns, and, in time, of the highways everywhere. It is an immense undertaking, but if the work is judiciously planned, begun in the right way and persistently pushed, it can but result in great good to the State. The scheme has been devised, not by politicians, but by those who use the highways, and next in importance to the passage of the proposed bill will be the appointment of a suitable board of commissioners to carry out its provisions. These must be thoroughly capable men, whose integrity and intelligence shall place them above the suspicion of political jobbery which sometimes characterizes such State appointments. There should be no Forest Commission methods in a work of such scope and importance. The farmers of the State should welcome and support such a movement, the ultimate results of which will prove of great benefit to them than to any other class, and it is hoped they will use their influence in its behalf.—*The Press, New York.*

BALLAD OF AUGUST TENTH, 87.

Regretfully Dedicated to the M**** Bicycle Club, by One of the Mourners.

Up rose the gallant Captain; the morn was clear and fair.
He donned the dark gray uniform that all his club mates wear;
"I faith," he quoth, "the day is fine, no shower can there be,
Methinks I'll hie me beachward, with the speedy 'M-B. C.'"

"And woe betide that hapless wight who strives to pass us by!
We've sworn to dust the horse-car tracks with any who'll try.
Ha, ha! Ho, ho!" (A mocking laugh, a scornful laugh, laughed he.)
"T'fegs I'd like to see the man can pass the M-B. C."

And saying thus, he sturdily his good steed climbed upon,
And rode he on the sidewalk, in defiance of the town.
He laughed to scorn policemen, and for by-laws naught cared he;
"T'would take a speedy lightning flash to catch the 'M. B. C.'"

The very children doffed their caps these haughty knights before,
Nor "Rats," nor "Whiskers" shouted they, nor any hoodlum lore.
They met a knight, who touched his helm—they passed him
haughtily;
"Undignified, these road salutes," declares the M-B. C.

The Captain heads his merry men. A goodly sight they make;
They wheel along the shady streets, they skirt the silver lake;
They ride in twos—and silence, with crushing dignity;
And stare at every stranger who salutes the M-B. C.

But suddenly, with headlong speed, there comes up from behind
A man in black and silver garb, who passes like the wind!
Passed—passed—without salute—without humility!!
A stupor of astonishment falls on the M-B. C.

The Captain glared most regally, and eke his ire rose,
With all his knightly dignity insulted, I suppose;
"Now, by my halidome," he quoth, "yon varlet soon shall see
The atmosphere is arctic when he downs the M-B. C."!

A score of lordly crests drop low—a score, the lead dispute;
A score, and more, of gallant men are headlong in pursuit;
Spur on, spur on—Augustus drops; Alphonso shirks the pace,
The rest press on more hotly yet, the insult to efface!
Musgrave is down, and, one by one, they get satiety
And leave alone the Captain, to avenge the M-B. C.!

Bnd now, oh gallant Captain, just call to mind your vow!
Speed on, speed on, tho' strength fail fast—each breath an agony,
On you alone now hangs the fame of all the M-B. C.!

Flash! thro' Maplewood they speed, the people cry, "huzza!"
Flash! they fly down Salem street, and pass a fast horse car!
Flash! they beat a railroad train, and zip! they passed by me,
They rode alone, for, far behind string out the M-B. C.

Then grim determination settles on "the varlet's face"
The two are now approaching fast, the finish of the race.
A whirr, and then a vanish!—a flash—and vacancy!
Alone, the panting Captain of a vanquished M-B. C.

Oh sorrow, and oh, wailing; despair, defeat, dismay!
Oh wirra, for the M. Cs, and bad luck to the day
When the dark gray and the bullion met in "gory" rivalry
The "well-know black and silver" of another M. B. C.

CAP.

NOTICE OF ORGANIZATION, ROUTE AND DISTANCE
OF THE GREAT CENTURY RUN.

NEW YORK—PHILADELPHIA, JUNE 16, 1888.

THE meeting of delegates from the clubs interested in the great century run to Philadelphia, June 16, on the way to the Baltimore meet, was held at Room 10, 25 Broad street, on the afternoon of Friday last. Twelve representatives from nine of the seventeen clubs were present, and Captains Martin, of the Plainfield Bicycle Club, and Clarke, of the Mercury Wheel Club, were elected temporary and then permanent Chairman and Secretary, respectively, of the general committee for the management of the run.

The route decided upon, and of which a summary is published below for the benefit of those not in possession of New York and New Jersey road books, starts from Newark instead of Orange, and lies through Elizabeth, Plainfield, Bound Brook, Somerville, Trenton and Bristol, the choice of route from the latter place to Philadelphia to be left to the Trenton Club.

The run will be under the command of Captain Freeman, of the Orange Wanderers, from Newark to Plainfield; under Captain Martin, of Plainfield, from that city to Trenton; and under Captain Camp, of Trenton, from that city to Philadelphia. Your humble servant acting as a sort of aid and commissary general.

Such precedence in line will be given as courtesy suggests, each club preserving its individuality as much as possible, but consolidation is advised with neighboring clubs, where there are less than ten representatives.

Club Captains are earnestly requested to make a personal canvass of their clubs, and use their influence in furthering the success of the run. For the purposes of organization, out-of-town wheelmen, not in the "Original Seventeen," who intend joining the run, are requested to send notice to that effect, as soon as possible.

Route—Newark, start 4 A. M.; Elizabeth, 5 miles, macadam, A1 grade, A1 surface; Plainfield, 17 miles, changing, A2 grade, A2 surface, short wait; New Market, 21 miles, macadam and sidepath, A2 grade, A2 surface; Bound Brook, 26 miles, clay, A2 grade, A2 surface; Somerville, 30 miles, clay, A2 grade, A2 surface, rest and refreshment; Hopewell, 48 miles, clay, A2 grade, A2 surface; Trenton, 62 miles, clay and sandy, A2 grade, A3-4 surface, dinner and rest; Bristol, 72 miles, sandy and sidepath, A2 grade, A4-2 surface; Philadelphia, 92-4 miles, sandy and sidepath, A2 grade, A3 surface, supper if late; Lancaster Pike, 100 miles, with the Philadelphia Clubs, A2 grade, A1 surface, by moonlight.

A large party of Philadelphia wheelmen will probably start on Sunday morning, the Seventeenth of June, for Baltimore, with which the century "runners" are cordially invited to join. Route at present unknown.

Correspondence or suggestions concerning the run will be welcomed.

L. A. CLARK, Secretary,
25 Broad St., New York City.

RIGHTS OF CYCLISTS ON THE ROAD.

"GEORGE W. LEIMBACH was fined \$50 and costs last night by Justice Hevern upon the charge of malicious intent to destroy the property of Mr. C. Henry Eisenbrandt. Mr. Eisenbrandt, with several members of the Centaur Cycle Club, Baltimore, Md., were returning from an outing on their cycles, and while coming down Eastern Avenue Hill, Leimbach, it was alleged, tried to run down Mr. Eisenbrandt. By good judgment Mr. Eisenbrandt kept his seat, and for nearly two hundred yards had to speed to prevent being struck by a heavy wagon driven by Leimbach, who had four companions with him. Other members of the club called a policeman, who arrested Leimbach. Justice Hevern ruled that the law protected the cyclists and imposed the heavy fine. Mr. Eisenbrandt and his companions, by considerable persuasion, prevailed on the justice to reduce the fine to three dollars and costs, which was paid."—Sun.

IN REPLY TO DUQUESNE.

Editor *Bicycling World*: Please grant me sufficient space to "rush into print." (have I quoted "Duquesne" correctly? to thank that benign dignitary for his gratuitous advice.

If derogatory squibs on particular wheels were not indulged in, or if such as Duquesne would "wait for just cause before criticising," there would be fewer cause for "rushing."

When the writer, by request, gave a written statement of his experience with the Safety to a local agent that the latter might check the baleful influence of Duquesne's satire (the conveyed compliment is gratuitous—a "trade last," you know) he was not aware of the fact of its intended publication; but thank you, Mr. Agent for your favor for putting my name in print.

L. A. W. 8261.

[This must now end. Ed.]

THE ROADS AND THE NATIONAL SURPLUS.

Editor *Bicycling World*: It has already been suggested in your columns that the national surplus be distributed among the States for use upon the public roads, but the subject will admit of a little more ventilation. Mr. Pierson in the *World* of March 23d suggested that the money be distributed among the States in proportion to the number of square miles of their domain. I think such a distribution would be manifestly unfair, for who will claim that the State of Nevada with its insignificant population and small number of roads should have a much larger share of money than New York with its 6,000,000 population and its thousands of miles of roads. It be better to distribute the money proportion to either the number of miles of road in each State or else in proportion to the number of inhabitants.

How to distribute the money is also a question admitting of some discussion, and while there are many ways in which it can be done, permit me to suggest the following: Assume that Congress has

decided to distribute on the first of each month 75 per cent. of the surplus in the treasury among the States, to be used in improving the public roads. I say the surplus on the first of each month, because if only the present surplus is distributed the treasury would soon be overflowing again, but by relieving it monthly the present evils of a congested treasury would be permanently avoided and the money would be expended more slowly and judiciously.

The Secretary of the Treasury would then, on the first of each month, send a check to the treasurer of each State for the amount due such State. The State treasurer should then send his check to each of the county treasurers for the amount due to them. The money could be expended under the direction of a committee of the Board of Supervisors of the county, or by the county and township road superintendents, where such officers existed. By such a system of distribution the money would be spread uniformly over the entire country and would be promptly expended and put into circulation, and there is not a man, woman or child in the country who would not be either directly or indirectly benefited by the introduction of a better system of roads or the improvement of the present ones.

Wheelmen ought to agitate this matter because there is little probability that Congress will adopt any measure during this session that will materially reduce the public revenues.

Tariff reform and reduction of internal revenue are both impossible with the Senate in control of the Republicans and the House in control of the Democrats.

The Treasury is bound to overflow, and it is far better that the overflow should be expended for building good roads than that it should be wasted in extravagant pension measures, or the purchase, at an exorbitant premium, of bonds not yet due.

CHAS. T. RAYMOND, L. A. W. 286.

Lockport, N. Y., April 25th, 1888.

THE LE FEURS IN ST. THOMAS.

(Special.)



BATISTE LE FEUR.

JEAN LE FEUR.

In my last I referred to the fact of this being a regular coaling station. The "Murray Castle" received its supply of coal from a lighter, and it was a sight to an American pair of eyes, to see from twenty to thirty negro women—don't cast your eyes up in holy horror, gentle readers, the work is done by women, every time—handling bushel baskets of coal; walking up a narrow gangplank from the lighter to the steamer's deck. Straight as a pine are these same women, and as perfectly developed as your favorite 2.29 4-5 racer. Two gangplanks, about four feet apart, reach from lighter to steamer, and up one plank and down the other the dusky maidens keep moving steadily for two to three hours without a rest. As soon as a basket is filled it is picked up and tossed on to the head of one of the women, who, with no apparent effort, moves at a quick pace up one of the gangplanks, dumps the contents of the basket down the stoke-hole into the bunkers, and starts down the other plank for another load. The coal is "trimmed" by the ship's stokers.

For light-heartedness these coal jugglers stand at the head. They are continually singing, laughing or cracking jokes (not always such jokes as one would care to publish in a Sunday School journal, I'll acknowledge) at one another, or at some of the onlookers. But if you want to see Bedlam let loose, just tread on their corns, so to speak. One of the sailors chanced to offend one of the belles of the lighter, and, ye shades of Louis Riel! baskets were dropped in a jiffy and the whole crowd made a wild dash, and but for his taking refuge in the Captain's stateroom, I am firmly convinced that they

would have used him for "shark bait." Five minutes afterward all signs of the storm had disappeared, and they were all working away in a pleasant humor.

Shortly after the task of coaling was begun, Jean and I bade adieu to our *compagnons de voyage*, paid a boatman an English shilling, and five minutes later had taken

OUR FIRST STEPS ON DANISH SOIL.

Our first move was in the direction of a hotel, of which there are several, good, bad and indifferent ones, on the island. We were soon quartered in comparatively pleasant rooms in the American House, our rooms affording us a look at the harbor and opposite side of the island.

After a bath we started out for a stroll, but were soon driven back by a heavy shower, which in this latitude springs on you without any warning. Seated at our windows—it was dark then—we watched the lightning play among the rigging of the vessels in the harbor. And such lightning! almost one continuous flash; and bringing out in bold relief every object on the rocky shore opposite. The thunder was simply terrific; one crash following another so closely as to blend together into one long deafening peal. The shower, however, was over in half an hour, and ten minutes thereafter the myriads of stars were shining in a perfectly cloudless sky.

Later we took a walk along the principal street—in fact the only one deserving the title—and found that after the eight o'clock lunch, nearly the whole population may be found out of doors, enjoying the delightful sea breezes. All nations are represented here. Here we meet a group of four, two sailors, a darky cook and a boy of about fifteen, all gloriously (?) drunk. Here again is a "Jack-tar" trying to persuade a shipmate to enter one of the gambling dens for which St. Thomas is noted. Across the street is a neat two-story dwelling, in front of which is a family party, father, mother, two sons and three daughters. They are laughing and chatting as though at peace with all the world. Within two blocks we saw half a dozen such pleasant scenes. The passer-by, whether a citizen or total stranger, is invariably greeted with a pleasant "good evening" when passing these groups.

Although, as I have stated, this is a Danish dependency, the language of Denmark is very little used, the majority speaking English, French or Spanish. The German tongue is used here and there, although the land of the Iron Prince had never secured as strong a grip on St. Thomas, as Hollanders are here in large numbers, but they have, almost without exception, adopted the English language.

One fact in regard to St. Thomas is worthy of note. As far as I am able to ascertain

THERE IS NOT A JEW ON THE ISLAND!

This assertion seems almost incredible, but I am assured by several responsible parties that it is strictly true. The majority of the money brokers are Hollanders. The business houses, usually two-story stone buildings, are, as far as variety of wares is concerned, equal to any country store in the States. Here is one near the main landing. Inside the wide doors, to the right, is a ready-made clothing department; next a full line of head and foot wear, flanked by a custom tailoring department; opposite are dry goods, and men and women's furnishing goods; here is a full assortment of hardware, house furnishing goods, harness, etc.; in the rear is a quiet corner where liquid refreshments and smokers are kept. Upstairs you can find pianos, organs and other musical instruments of American and European manufacture. If you are a sea-faring man you can, under the same roof, procure anything from "salt horse" to an anchor.

On the high mountains back of the town are several large castle-like buildings. Say but a word to one of the old white-haired darkies, and he will launch off with a long and oft-repeated tale of how this one on the right was inhabited by none other than the supposed-to-be mythical "Blue Beard." No wonder you feel faint, dear reader, but then, as news-gatherers, we are supposed to stand almost anything. Another was occupied by "Black Beard," and there on the brow of the hill opposite was where "Grey Beard" held forth. All of this we take in silence. The "oldest inhabitant" will show you that "Blue Beard" must have lived in the castle first mentioned, as the entire building, inside and out, is painted a light blue color, even to the circular tower, which rises to a height of 130 feet.

There is a very solid foundation, however, for the stories related in the remaining castle, the largest of the four. This castle is on the side of one of the highest hills, to the left of the town, and is a line with what was formerly an opening running from the upper end of the harbor to the open sea. A good many years ago the opening was filled up by an earthquake. It is a matter of history that for a number of years St. Thomas was the stronghold of the notorious freebooter, Morgan, "the Buccaneer of the Spanish Main." The castle referred to, was, it is positively stated, the home of that

precious scoundrel. At one time Morgan had under his command nearly five thousand men. Morgan used to have men constantly on the lookout for vessels, and when one was sighted he would send a number of his vessels through the opening mentioned, and others, out by way of the present entrance to the harbor, to intercept the vessel sighted. If successful in capturing it, the victors would run it into the harbor, and after disposing of the cargo as well as those of the crew who could not be prevailed upon to join the villainous gang, the vessel would be scuttled. In proof of the assertion that Morgan had an immense following, it requires but a glance at the history of Puerto Cabello, in Venezuela, which was at one time considered to have within its walls

THE MOST VALUABLE COLLECTION OF PRECIOUS METALS and jewels of any city in South or Central America. This town was twice sacked by Morgan.

The first time he was accompanied by eleven hundred men, but so stubborn was the resistance offered by the people living in the town, that, although he succeeded in his designs, he had but five hundred men when he returned to his fleet. His second visit was paid about, I think, four years later, but, beside leaving nearly five hundred men on board to protect his fleet, he mustered 2200 men before the final onslaught was made on the ill-fated Spanish town. A determined effort was finally made by Great Britain to wipe out the horde, and it was not long before those who were not cut down or hanged by the naval tars were compelled to scatter to the four winds. It is a generally accepted belief that the band left a vast amount of wealth buried on the island, but, beyond a few Spanish doubloons now and then, no great "finds" have ever been made.

At the head of the harbor are a number of hulks of vessels, some of them very old but well preserved, which are asserted to have been there for over a hundred and fifty years.

In the summer of 1874, a square-rigged vessel "lay-to" off the entrance of the harbor. Near evening two boats, each containing eight men, were lowered and pulled up to the city. The men, who were not very communicative, said simply that the vessel was bound for Rio Janeiro. A boy who was prowling about, said afterward that he saw a number of picks and spades in the boats. The crews pulled away from the wharf about half-past ten that night, saying they were going aboard. The next day, at a spot about five hundred yards from the inside light-house, was found a hole, about seven feet by ten, and about eight to ten feet deep. The bottom in one place was hard and smooth, as though some flat object had been resting there for a long while. This level place was five feet six inches in length, and thirty-two inches wide; just about the size of an old-time chest, and to strengthen the belief that a chest had been there, there were four depressions, one six inches from either end, and two near the centre. These depressions looked as though caused by bands, being two inches wide and about half an inch deep. Whether the two boats' crews had made the excavations or not, or, having made it, what they secured, is more than any islander pretends to know.

AS WE LEAVE HERE TO-MORROW

(25), we started out yesterday to turn some American money into that which will the more readily pass in Brazil. Entering a broker's office we made known our wants, and, Great Victoria! the broker informed us in a very delicate manner that for sixty-five cents of Uncle Sam's cash he would give us one *milreis* of Brazil. That is fifty *centimes* (cents) or one thousand *reis*, the unit of Brazilian money being the *rei*, or one-twentieth of a cent. Thirty cents on the dollar (about) we thought to be a pretty high rate, "but," said the urbane broker, "don't you see that when you come back and make a counter-change you will be even?"

I said I "could not see it," but perhaps he could make it clear. "Certainly," he said, and this is the way he "made it clear." "You pay me sixty-five cents of American money, for which you receive fifty cents of Brazilian. On your return trip I pay you fifty cents of American money, for which I receive sixty-five cents of Brazilian. There you are, clearly, \$1.15 of American money, \$1.15 of Brazilian money!" And to judge from the manner in which he rubbed his hands and chuckled, one would think he had solved the great problem as to "which part of a wheel travels the faster." I thanked him of course for his lucid explanation, but had to acknowledge that there had been some defect in my education, as the way I figure I'll have just forty cents on the dollar, when I make what the broker calls a "counter-change."

If any of our wheeling friends design visiting the West Indian Islands, they should not miss a look at St. Thomas. But I'll give them a straight pointer, there is no *wheeling* on the island. For hill-climbing, pure and simple, it is all (or even a little more) that could be desired. But once on top of any hill on the island, dismiss all ideas of coasting from your minds, as "the harbor is deep and the bottom is lined with sharks." But even with a wheelman, with no show to wheel, the place is well worth a visit.

As I have before stated, we leave to-morrow for Para, where we expect to arrive about April 5th or 6th. Will jot down a few items in regard to the trip down and forward upon arrival, and will follow it up with what is to be seen in the city.
St. Thomas, W. I., March 24, 1888.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

In the great rush that is being made for safeties this year, it should not be forgotten by those who find difficulty in securing one of this type, that Starley & Sutton can furnish their celebrated Rovers. The original of this class of machines. See their advertisement.

We are in receipt of constant requests for a "set of those colored plates." We will furnish the complete set to anyone sending us twelve cents. The Pope Mfg. Co. have made arrangements with us whereby they will furnish to cycle dealers and club houses a framed set of these plates, the only requirements being that the party ordering pay transportation charges, and agree to display same in some conspicuous place.

THE Turf, Field and Farm has removed to No. 251 Broadway, corner Murray street, and opposite City Hall Park, New York. For many years the *Turf, Field and Farm* has occupied a pre-eminent position among the sporting journals of America. It is a standard authority on all legitimate sports, and is held in the estimation of American sportsmen, turfmen, athletes, oarsmen, etc., upon the same high plane that the *London Field* occupies in the esteem of all English lovers of sport. It is ably edited, independent and fearless, and its reports cover a wide range of manly pastimes.

ONE of the most artistic little advertising pamphlets that we have ever seen is the one lately issued by Sterling Elliott, of Newton, Mass. It contains fifteen comic sketches most beautifully drawn by "Boz." Mr. Elliott manufactures machinists' tools of the finest quality and design. Mr. Elliott is better known among wheelmen as the inventor of the Elliott cycles, "the wooden wheel machines." This firm are now completing preparations to place the three forms of machines, the tricycle, quadricycle and safety, on the market. These machines, when ready for use, weigh respectively, 66 pounds, 54 pounds, and 34 pounds. Announcements will be made, giving particulars, in due time. The Boston office of the "Sterling Cycle Co." (owners of the Elliott patents) is No. 12 Pearl St.

A WELL-KNOWN rider living in Philadelphia, and who is in no connected with the firm we are about to mention, writes us a long letter calling the attention of wheelmen to the Jaeger system of dressing. He says: "As a lover of cycling, I feel that I should not be doing my duty were I not to introduce to your notice a cycling suit, which I have inspected, and which should without a doubt come within the reach of all cyclists. This suit has been lately adopted by the leading cyclists in England and on the Continent, and has secured universal favor. It is made by the Jaeger & Company, whose warehouses are at 1104 Chesnut street, Philadelphia, Pa. I am anxious to impress upon all cycling clubs and associations, that it behooves them, both in the interests of individual members, and in that of their otherwise excellent cause, to adopt a cycling suit which will in every sense of the word be found exceedingly beneficial to all cyclists, and the Jaeger suits and system are *par excellence* the suit for the cyclist." [The principal house for the sale of the Jaeger goods in the United States and Territories, excepting parts of the states of Pennsylvania and New Jersey, is the Dr. Jaeger Sanitary Woolen System Co., at 827 and 829 Broadway, New York. Also see their advertisement in this issue.—Ed.]

COMING EVENTS.

May 12—International match race, ten miles, W. A. Rowe vs. R. Howell, Coventry, Eng.
May 29—Meeting Iowa L. A. W. Board of Officers at Cedar Falls, Iowa.
May 30—New York and New Jersey Road-Racing Association Team Race, at Irvington, N. J.
May 30—Tournament at Oakland, Cal.
May 30—Tournament at Los Angeles, Cal.
May 30—Maine Division L. A. W. Meet, at Portland.
May 30—Tournament Terre Haute Bicycle Club.
May 30—Massachusetts L. A. W. Division Meet at Boston.
June 16—Start of New York to Baltimore tourists.
June 18 to 20—League of American Wheelmen Annual Meet, at Baltimore, Md.
July 1—Canadian Wheelmen's Association, Annual Meet, at Belleville, Ont.
July 4—California Division L. A. W. Meet.
July 4—Tournament at Newcastle, Pa.
Sept. 4, 6, 8—Buffalo Tournament.



ABBOT BASSETT, Secretary-Editor.

THE spring meet of the Iowa Division will be held at Cedar Falls on May 29 and 30. An enjoyable affair is expected, and a large attendance is desired.

THE Massachusetts Division has received its annual invitation from the Martha's Vineyard Club, and will hold its meet at Cottage City in August.

MR. ELWELL corrects us regarding the Evans case. Our information came from Philadelphia, and was thought to be correct. We are glad to know that the aspect of the case is more pleasing than our previous information would lead one to think it was.

The Carnell Case.

Editor Bulletin: The *Bulletin* has contained many inaccurate statements concerning Philadelphia, and no one has taken the trouble to deny them. The issue of yesterday, however, contains one that is too far from the truth to allow to pass unnoticed. I refer to the item about Mr. Rowland Evans. In the first place Mr. Evans has not "compromised" his claim at all. Nor does "Carnell pay to Mr. Evans \$75" or any other sum. Neither has "Mr. Evans agreed to withdraw his suit." In a word, there is no foundation at all for the statements made in the *Bulletin*. The facts are, in brief, as follows: When the case was called for trial Carnell was found to have run away. He was under bonds to appear. The bondsmen could not produce him, and in consideration of their paying \$75 to cover the expenses incurred in both suits against Carnell, they have been released from their bond. The suit is still pending against Carnell, and it will not be well for him to return to Philadelphia as we are in a position to at once press the suit to a verdict. Mr. Evans is especially anxious that it is not thought he would compromise *principle for cash*, and the *Bulletin* has done all our efforts to put the matter in its true light. Under the circumstances it is only just that you should publish this correct statement of facts in your next issue.

Very truly,
INAC ELWELL,

Atty. for Mr. Evans and Pa. Div. L. A.
Philadelphia, April 28th, 1888.

Nebraska Nominations.

Joel Eaton, Consul at Chapman, has resigned, and has been appointed Local Consul at Grand Island. The "Jamiesons" has been designated the League Hotel at Grand Island. Regular rates \$2 per diem; to L. A. W. members \$1. F. N. CLARKE, C. C.

Annual Tour.

The time and route of the 1888 annual tour will be: Monday, June 11. From Pennsylvania Club House, Girard avenue, Philadelphia, 20 miles to Paoli; Paoli 10 miles to Coatesville. Tuesday, June 12. Coatesville 14 miles to Inter-course; Inter-course 11 miles to Lancaster. Wednesday, June 13. Lancaster 11 miles to Columbia; Columbia 13 miles to York. Thursday, June 14. York 23 miles to Hunterstown; Hunterstown 5 miles to Gettysburg. Friday, June 15. Gettysburg 27 miles to Waynesboro'; Waynesboro' 11 miles to Hagerstown. Saturday, June 16. Hagerstown 11 miles to Antietam Battlefield; 6 miles to Boonsboro'; 15 miles to Frederick City. Sunday, June 17. Frederick 30 miles to Ellicott City; 15 miles to Baltimore. After leaving Frederick City the Baltimore and Ohio railroad is close approach, and low rates have been granted cyclists.

Parties can meet the tour from Harrisburg by rail to Lancaster; also from Harrisburg by turnpike via Carlisle; Chambersburg to Hagerstown 85 miles. From Cumberland, Md., 80 miles on tow-path of Chesapeake and Ohio Canal to Williamsport; thence 6 miles to Hagerstown. This ride will prove easy and enjoyable.

The distances are arranged to make the tour easy, sociable and beneficial; also sufficient time to examine places of interest.

W. S. BOMBERGER, Tour Master.

Hagerstown, April 16, 1888.

Subscription Fund.

I beg to report the following additional subscriptions to the L. A. W. relief fund:

The Bicycling World, Boston	\$5 00
W. H. Cameron, St. Joseph, Mo.	1 00
A. B. Dexter, " "	1 00
B. P. Hatch, " "	1 00
Wm. Goetze, " "	1 00
C. G. Hall, Jr., " "	1 00
C. U. Philley, " "	1 00
W. Williams, Booneville, Mo.	50
E. R. Pailton, " "	50
J. C. Pigott, " "	50
W. J. Petty, " "	50
H. L. Swarts, St. Louis, Mo.	50
S. C. Newman, " "	50
Joseph Grave, " "	1 00
A. W. Douglas, " "	50
G. E. Wetzel, " "	50
H. W. Belding, " "	1 00
A. P. DeCamp, " "	50
M. C. Morris, Germantown, Pa.	1 00
W. H. Allen, Hartford, Conn.	1 00
G. E. Webster, Kingsville, O.	1 00
J. G. Ford, Dryden, N. Y.	50
E. M. Van Hoesen, Preble, N. Y.	50
J. W. Edwards, Bowling Green, Mo.	50
Alex. E. Lewis, St. Louis, Mo.	2 00
Total	\$25 50
Previously reported	352 00
Total received to date	\$377 50

Yours fraternally,
W. M. BREWSTER,
Treasurer.

Rate to Baltimore.

The rate of fare to the L. A. W. meet in Baltimore on June 18, 19 and 20, from all points East of the Mississippi River, and from a line drawn from Chicago to Peoria, Ill., and thence to St. Louis, will be one and one-third, first-class fare for the round trip. The rate to be secured upon the certificate plan, as last year. But as there were many "breaks" at St. Louis during the last meet, that will not pass readily this year, I would give below the necessary instructions, as furnished by the Chairman of the National and Local Transportation committees, which if followed closely by those attending the meet, will avoid much trouble and confusion, and secure the reduced rates for all visitors to Baltimore.

First. Buy not earlier than June 15th a first-class ticket to Baltimore, (one way) for which pay the regular tariff fare. Upon request the ticket agent will issue you a certificate of such purchase, properly filled up and signed by said ticket agent.

Second. If you are west of the territory named above, or where a through ticket cannot be had, then purchase a ticket to the nearest prominent point within the territory or where a through ticket can be had, and there re-purchase a ticket through to Baltimore, and request a certificate as instructed above.

Third. Tickets for the return trip will be sold by the ticket agents in Baltimore at one-third the full fare, but only to those holding certificates, signed by the ticket agent at point where through ticket to Baltimore was purchased, and countersigned by Mr. Jos. T. Chism, Chairman Local Transportation Committee, to whom all attending the meet should report at League headquarters immediately upon arriving in Baltimore.

Fourth. It is absolutely necessary that a certificate be procured, as it shows that full fare has been paid for the trip to Baltimore, and that the holder thereof is entitled to the reduced fare returning. It will also determine the route via which the ticket for return should be sold, and *without it no reduction will be made*, as the rules of the different trunk line associations is that "No refund of fare will be made on any account whatever, because of failure of the parties to obtain certificates."

Fifth. Tickets for return trips will be furnished only on certificates procured not more than *three* days prior to the meet in Baltimore, and certificates will not be honored unless presented within three days after the meet, or not after June 23d.

Sixth. Ticket agents will be instructed by the different lines running out of Baltimore that reduction of fare will not be allowed unless the holders of certificates are properly identified, as above desired, by the Chairman of the Local Transportation Committee.

The certificates will not be transferable, and the signature of the purchaser affixed at the starting point compared with the signature given at time of purchase

of the return ticket, will enable the ticket agent to detect any attempted transfer. You will observe from the instructions above that it will be absolutely necessary for each member of the League attending this year's meet to obtain a certificate from the agent where the ticket to Baltimore is purchased, otherwise it will be impossible to obtain reduced rates on the return, as the railroads are more particular on this point than ever heretofore, and unless these instructions are carried out to the letter, which will be very little trouble if proper attention is given them, you will be obliged to pay full fare both ways. Fraternally,
A. E. MEALY, C. C. Md. Div.

Michigan Division.

Appointment of Consuls and Committees for term ending Sept. 1, 1888:

Ann Arbor	C. W. Wagner.
Ann Arbor	C. E. Lathrop.
Ann Arbor	W. W. Todd.
Battle Creek	W. K. Kellogg.
Bay City	D. C. Jackson.
Benton Harbor	H. R. Huntington.
Blissfield	C. E. Howland, 2d.
Calumet	W. M. Harris.
Cairo	W. F. Street.
Centerville	W. Denton.
Coldwater	H. J. Bassett.
Dearborn	H. M. Snow.
Deerfield	D. E. Griswold.
Detroit	C. E. Alvord.
Dowagiac	A. B. Gardner.
East Saginaw	Geo. W. Smith.
Flint	E. M. Gordon.
Grand Haven	N. Robbins, Jr.
Grand Rapids	W. S. Turner.
Hancock	P. B. Rastello.
Homer	W. W. Snider.
Humboldt	W. J. Maas.
Ishpeming	H. Harwood.
Ithaca	E. J. Heath.
Jackson	B. A. Webster.
Lansing	L. J. Bates.
Manitowish	L. E. Slusser.
Negaunee	W. H. Chellis.
Newaygo	F. Jacobi, Jr.
North Branch	J. H. Van Deusen.
Northville	H. D. Dean.
Opechee	F. Klepekto.
Parna	W. J. Butterfield.
Pontiac	E. A. Merritt.
Red Jacket	T. Willis, Jr.
Richmond	W. E. Young.
Saginaw City	M. W. Barringer.
Saline	E. E. Rouse.
Sand Beach	A. H. Taggart.
Sparta	M. L. Noble.
St. Johns	R. G. Steel.
Tecumseh	W. H. Hayden.
Three Rivers	W. C. Shinnelfelt.
White Cloud	H. A. Trask.
Williamstown	E. S. Andrews.
Windsor, Ont.	A. D. Bowdley.
Ypsilanti	Charles W. Glover.

L. A. W. Hotel at Grand Rapids changed from the Eagle to Sweet's. Rates \$2.00.

ADDITIONAL REPAIR SHOPS.

Detroit—F. Wuelhing & Co., 71 Larned street, W. C. H. Smith, 249 Woodward avenue.

COMMITTEES.

Races.—N. W. Ely, E. Saginaw; G. E. Lane, Detroit; G. E. Kock, Grand Rapids.
Rules and Regulations.—F. C. Hodge, Detroit; Clarence Lightner, Detroit; C. B. Hastings, Detroit.
Rights and Privileges.—H. M. Snow, Detroit; P. F. Treanor, E. Saginaw; W. H. Hayden, Tecumseh.
Membership.—R. G. Steel, St. Johns; W. M. Harris, Calumet; O. L. Palmer, Grand Rapids.
Transportation.—P. N. Jacobsen, Detroit; E. M. Moor, Grand Rapids; W. F. McBain, E. Saginaw.
Fraternally,
J. H. JOHNSON,
Detroit, April 23, 1888. C. C. Mich. Div.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the endorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names. Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 137—Total 120—9386.

BOSTON, May 4, 1888.

CALIFORNIA DIVISION—2—333.

Oak Leaf Wheelmen.
18625 Southworth, F. E., Stockton.
Unattached.

18601 Martin, A. A., 416 Market st., San Francisco.

CONNECTICUT DIVISION—5—399.

New Haven Bi. Club.
18528 Bartlett, Chas. T., 30 College st., New Haven.
18530 Perkins, W. P., 663 State st., "
18531 Pomeroy, John H., 110 Olive st., "
18529 Morse, Chas. N., 265 Ferry st., "
18626 Peck, Walter D., "

DISTRICT OF COLUMBIA DIVISION—1—88.

Unattached.
18567 Curriden, Geo. A., cor. 14th and N.Y. ave., Washington.

ILLINOIS DIVISION—1—525.

Englewood, C. C.
18568 Hassard, W. B., 31 Michigan ave., Chicago.

INDIANA DIVISION—2—167.

Unattached.
18569 Dodds, W. R., Muncie.
18570 Nixon, H. V., Newport.

IOWA DIVISION—1—119.

Dubuque Wheelmen.
18571 Cornelisen, O., Dubuque.

KANSAS DIVISION—4—113.

Central C. C.
18556 Hogan, Thomas, Junction City.
Olathe Wheelmen.
18532 Yant, G. A., Olathe.
Wichita Wheelmen.
18628 Danbar, Harry C., S. L. Davidson, Mortgage Co., Wichita.
18627 Vile, Maurice C., "

KENTUCKY DIVISION—1—70.

Unattached.
18572 Russell, Geo. C., 639 E. Green, Louisville.

MARYLAND DIVISION—8—321.

Baltimore Cycle.
18533 Darrach, F. L., 6 South st., Baltimore.
18500 Hoffman, H. L., 1 W. Fayette st., "
18534 Lockwood, H. L., 7, 9 and 10 E. Pratt st., "
Cycling Ramblers.
18631 Armacost, John D., Finksburg.
Unattached.

18629 Cole, Arthur Edwin, 723 W. Townsend st., Baltimore.
18602 Golder, James A., 1239 Myrtle st., "
18630 Richardson, N. C., 1316 Bolton st., "
18535 Yearley, Frank B., 24 E. Lexington st., "

MASSACHUSETTS DIVISION—17—1057.

Massachusetts Bi. Club.
18536 Williams, John T., 13 Fanueil Hall Market, Boston.
Taunton Bi. Club.
18558 Mills, W. A., 92 Weir st., Taunton.
Winthrop Wheel Club.
18633 Freeman, Edward S., Winthrop.
18634 Gove, Walter W., "
18635 Noyes, Fred L., "
Worcester Bi. Club.
18559 Hoyle, Chas. E., West Millbury.
Unattached.

18632 Goodell, Chas., Bradford.
18538 Flint, Wm. Parker, Walnut st., Brookline.
18614 Valentine, F. P., Framingham.
18540 Jewett, Allan M., 1-2 Charles st., Haverhill.
18537 Clark, W. H., 131 Central ave., Lynn.
18640 Fish, E. H., 154 Clifton st., Malden.
18539 Fuller, Everett L., 36 Mountain ave., Medford.
18613 Mills, Geo. W., Box 447, "
18615 Wells, Charles G., 2809 Washington st., Roxbury.

18577 Rogers, Harry O., 82 West Brittain, Taunton.
18573 Snow, Arthur P., 129 Main st., Worcester.

MICHIGAN DIVISION—4—215.

Unattached.
18574 Peirce, Edward, 17 South 5th st., Ann Arbor.
18616 Perkins, Fred L., 154 Turner st., Grand Rapids.
18617 Perkins, Harry J., "
18618 Tietz, R. P., "

MINNESOTA DIVISION—3—92.

Standard Bi. Club.
18541 Colton, C. L., 700 East 3d st., St. Paul.
Winona Cy. Club.
18636 Youmans, Harry S., Winona.
Unattached.
18542 Parks, E. O., N. P. R. R. Como Shops, St. Paul.

MISSOURI DIVISION—3—287.

Mo. Bi. Club.
18544 Stone, Percy, 103 No. Channing ave., St. Louis.
Unattached.
18610 Thomas, H. L., Moberly.
18543 Canfield, H. A., 2632 Russell ave., St. Louis.

NEW JERSEY DIVISION—9—594.

Elizabeth Wheelmen.
18546 Farrand, Joseph S., 465 Morris ave., Elizabeth.
18550 Farrand, Miss Charlotte E., 465 Morris ave., Elizabeth.
18545 Lloyd, Albert, 159 Orchard, "
18548 McKinney, Edw. S., Grier ave., "
18547 Morewood, W. B., 88 Broad st., "
18549 Thompson, Lewis, 340 Westminster ave., "
Unattached.
18603 Ewan, Robt., 333 Penn st., Burlington.
18577 Lewis, James M., 457 Morris ave., Elizabeth.
18620 Gould, Lewis W., Vineland.

NEW YORK DIVISION—23—2004.

Albany Wheelmen.
18561 Browning, L. J., Room 50 Tweedle Building, Albany.
18576 Treadwell, Frank A., 156 Lancaster, "
18562 Weaver, E. H., 300 Hamilton st., "
18563 Williamson, Harry P., 11 Beaver st., "
Geneva Bi. Club.
18621 Walton, E. A., Geneva.
K. C. W.
18604 McLenn, Durant, 205 Macon st., Brooklyn.
18605 Raynor, Foster, 190 Lexington ave., "
18606 Sniffen, E., 144 Hooper st., "
18607 Van Hagen, C. H., 587 Putnam ave., "
New York Bi. Club.
18611 Fairchild, B. L., 155 Broadway, New York City.
18612 Peck, W. C., 6th ave., corner 72d st., "
18608 Shultis, Chas. F., 167 West 12th, "
18610 Weber, Walter A., 25 Broad st., "
18609 West, John C., 200 Broadway, "
Riverside Wheelmen.
18551 Rennecke, W. L., 108th st. and 9th ave., New York City.
Unattached.
18622 Ruckel, John B., 1401 Main st., Buffalo.
18575 Strootman, J., 44 Elm st., "
18552 Haviland, Thos. T., 197 Lander st., Newburg.

Application for Membership in the L. A. W.

188
ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)
Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,.....

Club,..... P. O. Address,.....

City and State,.....

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.
If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

18641 Bayles, Edgar W., 413 W. 46th st., New York City.

18638 Darling, C. A., 174 E. 72d st., "
18640 Fischer, Geo. A., 33 W. 92d st., "
18637 Kruss, Clement F., 7 Livingston place, "
18639 Hamilton, W. L., M. D., 119 W. 71st st., "

OHIO DIVISION—24—753.

Forest City Ramblers.
18583 Allen, W. M., 1134 Case ave., Cleveland.
18579 Buchan, A. J., 147 Ontario, "
18593 Childs, G. B., National City Bank, "
18580 Corine H., 218 Superior st., "
18597 Donahue, C., 297 Starkweather ave., "
18595 Dorn, A. A., 417 Woodland, "
18582 Kule, S. E., 19 Frankfort, "
18594 Kamacher, C., 794 Woodland, "
18588 Maschke, Geo., 810 Woodland, "
18596 Neil, A. W., E. B. Hale & Co., "
18587 Noville, Frank, 472 Woodland, "
18578 Ruck, Robert, 124 Superior, "
18591 Shepherd, L. C., 806 Prospect, "
18592 Smith, Geo. H., 1336 Euclid ave., "
18590 Southworth, Otis S., 544 Prospect ave., "
18589 Taylor, Wm. N., Atwater Building, "
18582 White, C. A., 71 Prospect, "
18589 White, F. R., 1342 Euclid ave., "
18584 Whitworth, Alfred, 29 McCurdy, "
18581 Woodruff, W. W., 815 Detroit, "
Unattached.

18564 Piper, A. C., 550 Freeman ave., Cincinnati.
18598 Loeb, Henry, 376 S. 3d, Columbus.
18553 Eastman, E. R., Ottawa.
18579 Duff, S. E., Box 726, Painesville.

PENNSYLVANIA DIVISION—7—1210.

Harrisburg Wheel Club.
18623 Daron, Edw. L., Harrisburg.
Pittsburgh Wheelmen.
18642 Hiller, J. M., 153 45th st., Pittsburgh.
Unattached.
18544 Atherly, M. A., Corry.
18624 Fruh, Ernest, 1225 Oxford st., Philadelphia.
18554 Tindall, Harry B., 305 Catherine st., "
18643 Worth, Mason G., 6023 Bond st., E. E. Pittsburgh.
Waynesboro'.

RHODE ISLAND DIVISION—2—201.

Unattached.
18647 Brady, John F., 326 Westminster st., Providence.
18555 Smith, Harry P., So Providence st., "
TENNESSEE DIVISION—1—52.

Unattached.
18600 Callahan, S. P., 29 Brigham st., Knoxville.
TEXAS—1—24.

Unattached.
18566 Payne, W. F., El Paso.

VIRGINIA DIVISION—1—80.

Unattached.
18645 Hall, Christopher, 29 Granby st., Norfolk.

League Clubs.

The following clubs have been qualified as League Clubs, and are entered as such on the books:
The Deceivers, Pomona, Cal.

L. C. HOPKINS, President.

JNO. J. DONALDSON, Vice-Pres. and Treas.

Dr. Jaeger's Sanitary Woolen System Company, 827 & 829 BROADWAY, NEW YORK.

The attention of Bicyclists and Wheelmen is called to the Complete Assortment of

GENTLEMEN'S UNDERGARMENTS for Early Spring and Summer Wear

All manufactured from the finest, natural-color, undyed, Wool Stockinet, in strict conformity to the DR. JAEGER SYSTEM.

MEN'S WHITE AND COLORED NEGLIGEE SHIRTS,

Manufactured from White and Natural Colored Stockinet, made to serve the purpose of both Undershirt and Outershirt, are unrivaled for convenience and comfort.

Our **Striped Taffeta Shirts**, manufactured exclusively for our sales, are made in wide and narrow stripes; are very beautiful, have been greatly admired, and pronounced entirely satisfactory in supplying the place of the linen and cotton shirt. They are made of finely woven woolen fabrics, the stripes being woven in, *not printed*, and, therefore, perfectly fast. For **Lawn Tennis** purposes they are unsurpassed.

We make a Specialty of Bicycle Jackets and Knee Breeches.

Included in our great variety of articles are

Men's Pajama Sleeping Suits, Cardigan Jackets, Hunting Jackets, Knitted Riding Trousers, Knitted Suits, Bath Robes.

OUR BOOTS AND SHOES

being ventilated, and lined with fine, woolen material, are preferable to any other shoe. Weak feet are hardened by the unimpeded perspiration and evaporation; the joints are strengthened; and feet troubles, from undue pressure, are prevented and cured.

In **STEAMER RUGS, CARRIAGE ROBES** and **TRAVELING SHAWLS**, we offer a great variety of styles in superior quality and colorings.

Address all orders and letters of inquiry to

DR. JAEGER'S SANITARY WOOLEN SYSTEM COMPANY,
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Mention this paper.



Patented Feb. 15, 1887.
Free by Mail on Receipt of
PRICE, . . . \$10.00.

BETTER THAN EVER.
PUNNETT'S
JERSEY CLOTH GARMENTS.
Knee Breeches only \$4 a Pair.
Club Uniforms a Specialty
Be sure and write for Samples and Measure Blanks.
PUNNETT,
Merchant Tailor and Athletic Outfitter,
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All the Accepted Road Records

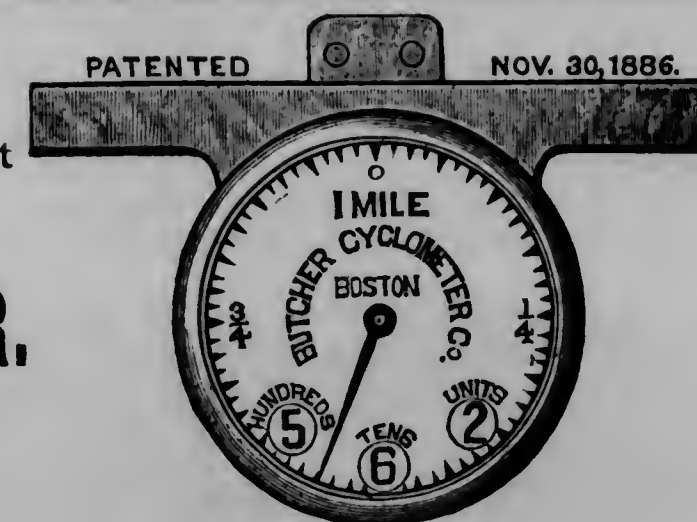
Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

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BUTCHER CYCLOMETER CO.,

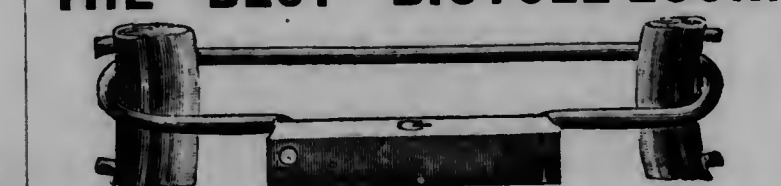
6 and 8 Berkeley Street,
BOSTON, MASS.



Our Spoke Cyclometer.

SENT FREE BY MAIL ON RECEIPT OF
PRICE, ... \$5.00.

THE "BEST" BICYCLE LOCK.



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price \$1.00.
WHITTEN & CO., Providence, R. I.



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MADE FROM ORIGINAL DESIGNS.
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Send price, lettering, and state gold or silver for any
CLUB PINS & BADGES,
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A SPECIAL DESIGN.
Perfect satisfaction always guaranteed.
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TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents.

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All Advertisements in this Department 20 cents a line.

THE NATIONAL A HIGH GRADE BICYCLE

BICYCLES—Second hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

PHOTOGRAPHS of noted wheelmen; send for circulars. FRANK H. ROBERTS, Collinsville, Ill.

MIDGET! Self-inking Rubber Stamps, containing your name and address, sent post-paid for 50 cents each, or three for \$1.25. Novelty Pen and Pencil Stamps, 25 cts. each. Agents wanted. Send 5 cts. for illustrated catalogue. Address, J. K. BOAK, Le Roy, N. Y. (Mention this paper.)

Patented Dec. 21, 1886.



CARTER'S
Foot Rest,
FOR THE STAR,
For Easy Coasting.

Price, \$1.00.

HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.



BICYCLES. Everything
in new and second hand.
JOHN WILKINSON CO.,
55 State St., Chicago, Ill.
Send stamp for list.

FOR SALE OR EXCHANGE.

(See Page 2.)

FOR SALE.—52-inch Victor Roadster, lantern, cyclometer; excellent condition, \$85.00. Sparkbrook Tandem, cyclometer, lantern, etc., splendid order, \$180.00. H. E. BIDWELL, Pittsburg, Pa.

53-INCH Columbia Racer, latest pattern, good as new; nearest bidder to \$70 takes it. A. F. EDMANS, Troy, N. Y.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

FOR SALE.—53-inch Expert Columbia Bicycle, full nickel cow-horn bars, double grip handles, balls all round; machine only one year old, good as new, hardly worn except the tires; price, \$95.00. Will ship with privilege of examination. Address, Box 548, Columbia, Pa. Reason for selling, machine too large.

QUADRANT TANDEM (No. 12) for sale at best offer above \$150, or first offer of \$175; sent upon approval. "Bargain." 395 Madison St., Brooklyn, N. Y.

THE INDISPENSABLE BICYCLIST'S HANDBOOK. Il-lustrated descriptions of 250 different varieties of Bicycles. 400 illustrations. Price 50c., postpaid.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

A. G. SPALDING & BROS.
BICYCLE UNIFORMS.

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- A Grade**.....\$7.50
B Grade..... 6.00
C Grade..... 5.00

Send for samples of Uni-
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SHIRTS.

- A Grade**—Made to order of extra fine imported Flannel, best in the market.....\$3.00
B Grade—Made of fine imported Flannel..... 3.50
C Grade—Made of imported Flannel..... 2.50

BICYCLE BELTS.

- No. 00. Extra heavy nickel buckle..... 50
No. 1. Leather mounted..... 50
No. 2. Best leather mounted..... 50
No. 4. Leather mounted, cotton web..... 25

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- No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....\$2.50



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Wheelmen intending to tour through this section will do well to drop a line to J. HUGH MILLY, (ex-president "Niagara Wheelmen") who is connected with the Hotel, as he is always more than pleased to give them a good time

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In ordering, state name of wheel and year of manufacture.

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Volume XVII.
Number 2.

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\$110. New Mail, brand new; never ridden. We cannot duplicate this wheel, and we shall never have another such bargain. CYCLE SUPPLY CO., 3 Berkeley street, Boston.

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Inquire of some of our 600 agents.

We do the largest retail clothing business in the country. We have only one plank in our platform: Reliable Clothing at the Least Prices.

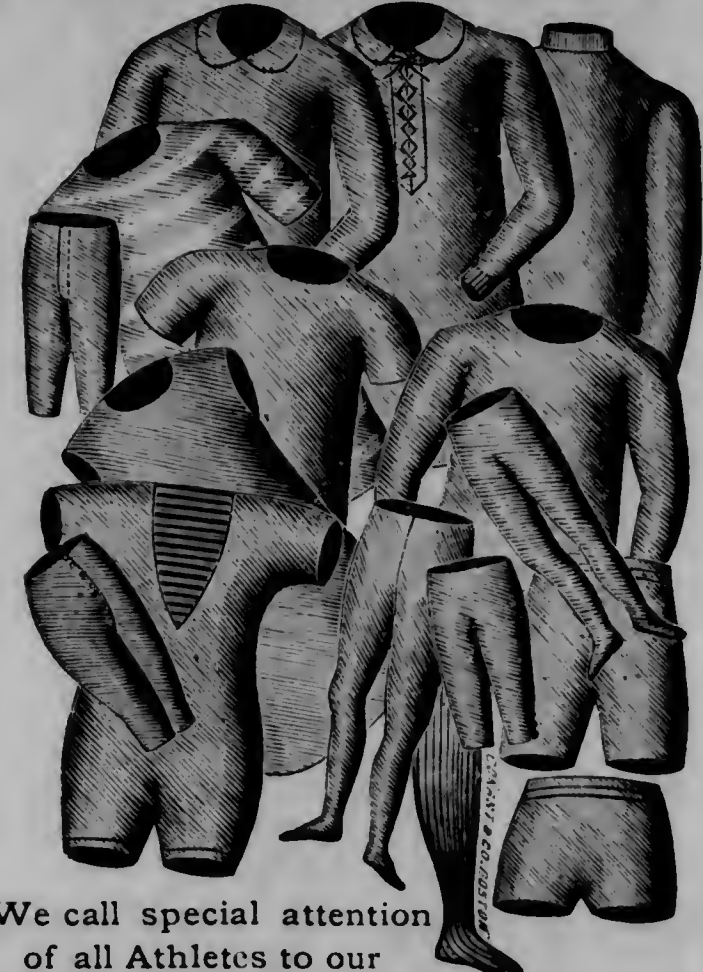
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Isn't Uniform Clothing a little harder to make?

It couldn't be harder to make bicycling uniforms than railroad uniforms, military uniforms, band uniforms. Ask the largest and best companies in the country how Wanamaker & Brown do their work? Not a branch of our business is doubling itself faster than that of uniform making.

Besides, the National Association says we make the Best Bicycling Uniform. They gave the contract for goodness and doing it for less money.

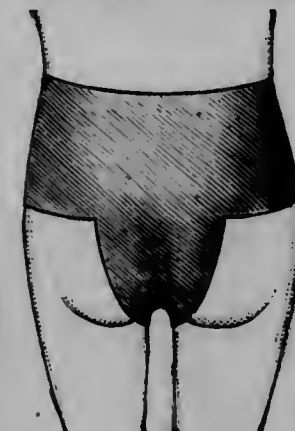
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JERSEY CLOTH GARMENTS.

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FOR 1888.

YOST & McCUNE PATENTS.



No. 1.

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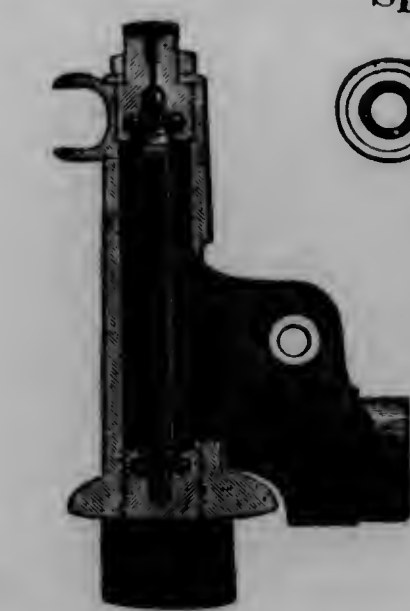
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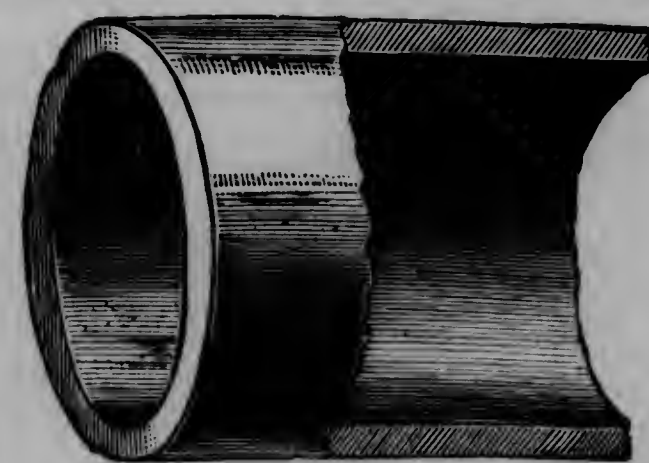


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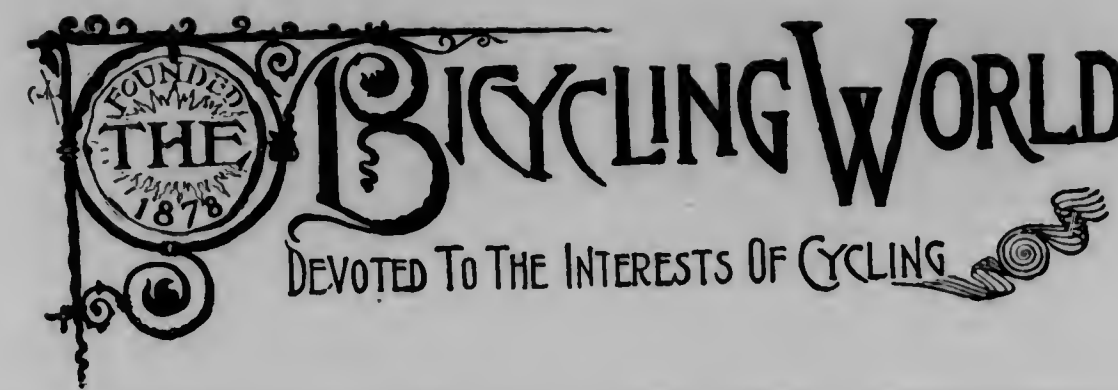
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WESTERNIDEPOTS—Meacham Arms Co., St. Louis, Mo.
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No. 2.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 11 MAY, 1888.

THE decisions lately arrived at by Judges Gresham and Blodgett in the case of Pope Mfg. Co. vs. Gormully & Jeffery is one of great importance. The decisions, as rendered, were in each count in favor of the Gormully & Jeffery Company. The Pope Company appealed to the highest court in the country, a final decision in which cannot be reached for some time to come. The result will be watched for with great interest by both dealers and riders. It certainly is a great victory for the Chicago firm.

NOW that Percy Stone has been reinstated by the L. A. W., we cannot see why Hendee and other men who have forsaken the professional path and taken to selling machines, cannot once more enjoy the partial privileges of an amateur. We say "partial" because Stone has only been partly allowed to return to the privileges of the "only pure." He can never race on the path, but as the L. A. W. does not recognize road racing he is free to tackle "the pures" in competition there. Mr. Stone is a philosopher, probably, and he feels that half a loaf is better than none, hence he is willing to take what he can get. For our part we should want the whole amateur loaf in this case or none at all.

IN commenting on the Howell-Rowe races *Bi. News* says: "We are sorry for Rowe, because the reaction will cause people to underrate his merits, but we cannot resist the temptation to point out how exactly right we have been in our prognostications. Here we have a man who has done grand time—let us say has ridden twenty-one miles in the hour, and who comes over here with a

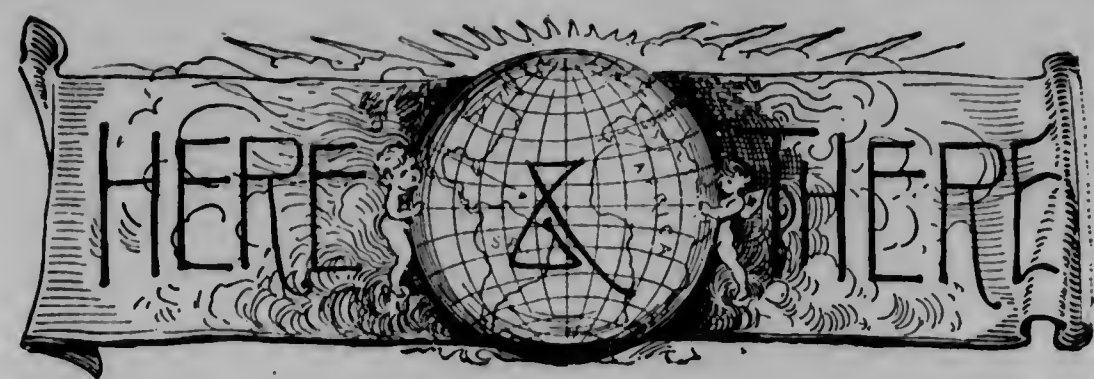
reputation second to none—and yet he is played with and out-generalled in the most complete and yet most primitive manner. We will venture a further prognostication, viz., that if Rowe only gets beaten often enough in the early part of the season, he will be heard of to much more advantage, and may even ride up to his reputation, as soon as the hot and dry days of early autumn are upon us. At present, we think Howell, Wood, Battensby, and John Lee, of the men who are in form, could easily get home in front of him. Physically, Rowe is a phenomenal man, and if his head was only half as clear as his legs he would be dangerous degree. Given the capacity, he won't take long to pick up that 'unknown quantity,' 'good judgment,' but its acquisition, like all other experiences, must be paid for." The same paper also editorially refers to the position taken by us in regard to the relative capacity of the two riders. We have nothing to urge in extenuation of Rowe's defeat. He was beaten squarely, and we admit it squarely. Like Davy Crockett's coon, we come down because we have to. We are, however, very sorry that *Bi. News* harps upon the subject of records made by Rowe, and continues to throw slurs of suspicion on same. The fact that Howell out-generalled Rowe is a decided point in favor of "head-work," and we believe that we are manly enough to admit it. This fact, however, has nothing to do with Rowe's records, all of which are *bona fide*, *Bi. News* to the contrary, notwithstanding.

NARROWLY ESCAPING DEATH.

FIFTY DOLLARS REWARD.

THE Albany (N. Y.) wheelmen are righteously indignant over an outrage perpetrated on Alfred Schimpf, one of their members, in Washington Park on Wednesday evening. It seems that shortly after seven o'clock, while it was still light, Mr. Schimpf, who had been enjoying a spin about the park on his machine, started back along the driveway from the Hudson avenue entrance. At that moment a light buggy containing two unknown men came swiftly around the park road toward the entrance, and although warned by Schimpf, who had crowded his bicycle as far to the right as possible, the driver apparently made no effort to avert a collision, the result was that the horse dashed heavily against the wheelman throwing him from his machine, and driving the shafts into the lower portion of his body, shockingly lacerating the flesh. A brother bicyclist grasped the horse's head at this juncture, but the driver plied the whip vigorously and in a twinkling had disappeared down Hudson avenue. Mr. Schimpf was conveyed to a neighboring drug store, where his injuries were temporarily attended to, after which he was removed to his home. Yesterday he was reported resting comfortably, and unless inflammation sets in, his condition is not likely to assume a serious phase. The police were notified of the occurrence, but have as yet secured no clue to the reckless driver's identity. At a special meeting of the Albany Wheelmen last night a committee was appointed, with instructions to spare no expense in their efforts to ferret out the two men who so wantonly imperilled the life of one of their members. It was also ordered that a reward of \$50 be offered for their apprehension. Competent counsel has also been retained to aid the wheelmen in prosecuting the offenders in the event of their arrest.—*Albany Express*.

FRED WOOD is back in England, and has been interviewed by the *Cyclist* man. He speaks highly of his treatment in the Colonies. He, however, touches lightly on the entanglement with the fair Australian; all he says of that is, "that the published reports of the affair were very much exaggerated, and that the whole business was 'got up' for him, as from first entering the city the greatest antipathy was displayed towards him on all sides. Having to defend what he (Wood) honestly declared was a most unjustifiable charge at the police court, placed him in very straightened circumstances, which it was difficult for him to overcome." It seems from the following item cut from the same source, that amateurism in New Zealand does not depend on not riding against professionals, as Wood says: "At the Pioneer Club meeting I rode against the best amateurs, and won the one, five and ten mile races, which entitled me to a stake of £50. A big reception was accorded me, and in addition to the money prize the club presented me with a silver salver. A little later I took part in some handicaps for the Christchurch Club, who presented me with a silver card tray." Mr. Wood expresses a burning desire to have a go at W. Wood, Howell and Rowe, and in fact every one who think they can down him.



THIS AND THAT.

"JACK."

OF late so much good-natured criticism has been spent by my friends of the cycling press in regard to my nom de plume of "Gentleman John," that I have decided to abandon the name forever, in favor of the shorter name above. It is with regrets that I give up the name, but there are so many wise men of the East who are not acquainted with the *origin* of the name that I bow down with great humility to the shrine of public opinion, and shall be known to the American and English cycling press as "Jack." With such critics as "Comus Kelly" (an *occasional* correspondent of *Bicycling News*) and Geo. Lacy Hillier, whose name adorns the *editorial* page of the same sheet, with such critics (I repeat) jumping with both feet on my chest about once in seven days, in the form of a derisive paragraph about the faint sense of humor which prompts a man to choose such a name, it is small wonder that I have abandoned a name which was given me when I was about three years of age, by a parent who doubtless had some particular reason for nicknaming me. As everyone knows, nicknames are things that cling very closely to a person, and the most unaccountable names are oftentimes the ones which cling the closest. Were the name a self-chosen one it would be a very different thing, but in hunting round for a nom de plume, I, naturally enough, chose a nickname, the origin of which is so pleasant to my memory. People must forgive little follies. I don't think there are many who do not like the sound of a name (however ridiculous it may sound to a stranger) which was given by a fond mother who lives only in sacred memory. We all have our little weaknesses. To those cycling scribes whose sense of propriety has been so terribly outraged by my thoughtless use of the name, I send respects. McCandlish, Low and Nairn of *Wheeling*, Prial of the *Wheel*, divers and sundry correspondent editors and grand moguls of *Bicycling News*, and others have always found food for a paragraph and a chance to show their skill (such as it was) in writing something which, though hardly offensive, made one, nevertheless, very warm behind the ears. For the kindly interest which these gentlemen have shown me I thank them. It seemed to give them pleasure, and some of their alleged humorosities had faint traces of wit, which was not without its effect. Their attentions have been received with the same heroic spirit of appreciation which characterizes a man whose nocturnal exercises have been disturbed by cats on a neighboring roof. I heard them howl, and *sometimes* laughed, but generally d—d them with fervency. So "Jack" makes his bows to you, and trusts that he will not weary you very much more than of yore.

SPEAKING of ladies' bicycles reminds me of a machine which Mr. Marriot, of Marriot & Cooper, has been persuading the ladies to try. From an unsolicited testimonial which he showed me the other day, it would appear that the machine was a grand success. The lady who wrote the testimonial seems to have had a good deal of experience in that direction, and says that for thorough going qualities, and especially night riding, she has never found an equal. Mr. Marriot is justly proud of the machine. It is very portable and strong, and has balls all round, with socket and a universal joint which admits of plenty of vertical and lateral play. It is a rear driver, and the lady takes her position in the centre. *Wheeling* commented very strongly upon its strong points in a late issue.

THOMAS W. ECK and his troupe of professional fliers are in the country. Like the convicts at Botany Bay, they say:

Fine patriots are we,
For, be it understood,
We left our country,
For our country's good.

I LOOK for Whittaker to do great things, and as for Crocker, why he's after Billy Rowe's scalp if I am not very much mistaken. You see Crocker is just a little bit envious of the way in which Rowe has been lionized, and if they have a race I am afraid that Crocker will make the Lynn boy move pretty fast. But you can bet your life that the eyes of the cycling world are very wide open, and if any records are got they must be made squarely.

From Thomas Eck I heard a very queer story about an *amateur* in Minneapolis who, he avers, put emery in one of the bicycles, which was to have been ridden in the historic W.-M. race; it was either Whittaker's or McCurdy's, I forget which. I know the young fellow very well, and should Mr. Eck's statement be correct, I am very sorry indeed. It certainly is a most unsportsmanlike thing to do. A man who would do that would set fire to a blind asylum in the night.

PRIAL's new paper reflects credit upon that young man. Prial did write a very nasty paragraph about me, but afterwards in a letter he said that he was sorry, so it's all right, and I wish Prial success.

I DON'T think that this season there will be so many cycle journals springing up all over the country annoying the poor trade.

I THINK that Joe Pennell's article on military cycling, in the *Graphic*, was about right. The cycle *might* be very useful in war, and at the Easter manoeuvres it was very clearly demonstrated that under very favorable conditions a cycle as a war accessory was of great utility. The safety, of course, is the only practical machine for the purpose, and for touring it would seem to be the machine par excellence. It has many advantages over the ordinary, and very few disadvantages. I rode some forty miles the other day after four o'clock in the afternoon, and twenty miles was in the greatest darkness and without a lamp. As I was following a well-known North Road scorch, also on a light (thirty-pound) safety at a good rate of speed, and over country which I had never seen in the daylight, I have come to the conclusion that the safety is the wheel. Once or twice I lost the road, so dark was it, and rode over obstructions which would have sent me flying had I been mounted on an ordinary. Then the pace with which one can take the hills is wonderful; almost any pace. But a good surface is what a safety needs. On sand it is beastly and is very bad in wind, but on good roads one can get a splendid pace out of the wheel. I rode scant ten miles "from the Angel to the Anchor," in forty-four minutes without any inconvenience, and then I hadn't taken it out of myself at all. That is good enough for me. Anything that goes at that pace over a hilly road is something more than a "fad." But say, boys, the ordinary is pretty hard to beat. It takes a *lot* of beating.

LONG ISLAND NOTES.

"WING-FOOT."

THE fever of the Road Improvement is under full sway in our whole district. The recent opening of large districts by real estate speculators, beside the natural and rapid growth of the population of the suburban districts of the metropolis, consequent on cheapness of rents and the close proximity thereto, has introduced a leaven of new ideas and progressiveness that is bound to tell. The country road officers are becoming to be held more closely to their work, and roads that have not been touched in the memory of man have been resurfaced; and horsemen, seeing that our interests are identical, are becoming less reluctant to co-operate for the general good. The town of Flushing has now a bill before the Legislature to provide an annual appropriation for the improvement of the town streets.

THE Brooklyns will hold a twenty-mile road race on Saturday afternoon the 12 inst., over the Irvington-Millburn course, for the purpose of picking out members of the road racing team.

ALL the clubs interested in the great century are getting things into shape, and the chances are good for a large turnout. The Long Islands, the K. C. Ws., Brooklyns, Mercurys, and Huntingtons all promise large delegations, and the New Jersey clubs all promise well, as do the New York City clubs.

ON Saturday and Sunday last, while on a run down into New Jersey, our club covered all that part of the route of the great century lying between Newark and Sumerville, and Captain Camp, of Trenton, covered the rest of the route as far as Trenton. The stretch of the road between Elizabeth and Westfield was the only bad one in the whole route, and that was because of the heavy rain of the night before. From Westfield, down the railroad track, through Netherwood to Plainfield, from Plainfield to Sumerville, and from thence to Trenton, the road is in fine condition.

THE Jericho Pike is now in the finest condition that it has seen in years between Jamaica and Hinsdale and needs but a little rain to stay so for some time to come. The road from the ferry at College Point to Flushing is badly torn up for the purpose of laying a street railway, but great care is being taken not to spoil the roadway, and the riding will be as good as usual in a week or so. College Point is the only town on Long Island where the streets are

macadamized, and were it not for the terribly tough character of the young roughs on the streets at nights would make a fine speeding ground.

NEW JERSEY NOTES.

"RATCHET."

THE Elizabeth Wheelmen held their monthly meeting last week and elected several new members. The time for accepting members under suspension of the initiation fee has been extended to cover the June meeting. Arrangements for the road race were made, and rooms for the team have been secured at the Irvington Hotel. All members who wish to take part in the century run from New York to Philadelphia are requested to communicate with Captain Berry.

WHERE, oh! where will the Union County Wheelmen get a team for the road race? And echo answers, "where?"

THE Burlington Athletic Club is putting down a three-lap track at Burlington, which is expected to be a hummer.

I SEE that the four-lap track at Camden is a sure thing, and that the initial races thereon will be held on Decoration Day.

FIVE members of the Orange Wanderers made the run from Orange to Caldwell and back on the 25th of April in two hours and a quarter.

HARRY A. WOLCOTT, of the Orange Wanderers, has entered for the inter-collegiate bicycle race to be run on May 27th, on the grounds of the Manhattan Athletic Club, New York.

CHARLEY KLUGE will try his speed on Canadian soil on the 23d, when, at Woodstock, he will meet such cracks as Foster and Davies. But we are just laying our little pile that Kluge will "get there with both feet."

THIS week we are to have a visit from the great American hill climber, from "Philly." Mr. Wells is expected about Thursday, and before my next I hope to be able to say that he has beaten Chickering's time up Eagle Rock. He will test the hill while here.

THE Hudson County Wheelmen will put in the following team for the road race: C. E. Kluge, C. A. Stenken, E. P. Baggott, Fred Gubleman; all good men, and making a team which should be able to push the Kings County Wheelmen for all they are worth. The latter's team, I understand, will comprise Harry J. Hall, Jr., E. Valentine, Tommy Hall and Lee Wilson.

JOHN CURRAN, of the Hudson County Wheelmen, has purchased a new "Special," and I am informed that he says "he has big money which tells him he will ride rings around C. E. Kluge before the summer is half over." Now, my dear Mr. Curran, can't you go a little farther, and give us the diameter of the "rings." Or are you afraid they will turn out to be "chestnut rings?"

MR. HARRIS, of the Springfield Bicycle Company, will leave in a few days for a trip through Pennsylvania and Ohio, in the interests of that company. Mr. Harris tried Eagle Rock a few days ago and succeeded in climbing to the third telegraph pole. He says he will keep at it until he makes a full climb without a dismount. But he says "it is a stiff hill, there's no mistake about that."

IN my last I forgot to note that the return bowling match between the Atalanta Wheelmen, of Newark, and the Harlem Wheelmen, played in this city 26 April, was won by the latter by a score of 1091 to 1047. Eight men constituted each team. The members of the Pleasure Bowling Club, comprised of employees of the Prudential Insurance Company, have joined the Atalanta Wheelmen in a body.

THE first all-day run of the Wanderers on 16 May will be a pleasant one. They will leave the club house at 6.30 A. M. and wheel to Elizabethport, thence take the eight o'clock boat to Staten Island. They will then skirt the shore around by way of Tompkinsville and Stapleton, past Fort Wadsworth and down the Southerly shore to Princess Bay. The return will be made by the same general route.

HOWARD A. SMITH is still hobbling with the help of a cane, as the result of a pedal-slipping exploit on 27 April. He was en route to Orange with a friend, the mount being a tandem. Mr. Smith was unable to "catch on" to the motion, and finally the crank and axle "caught on" to his right foot, bruising the heel and the lower part of the ankle pretty severely. He is coming around in good shape, although the cane is yet a necessity.

E. R. COLLINS, of the Union County Wheelmen, who has recently been elected Justice of the Peace of Westfield, writes me that he will give wheelmen the L. A. W. discount on all business, and especially that of a matrimonial character. He has laid in a stock of finely engraved marriage certificates, and will tie the hymenial

knot (warranted a first-class tie) for his wheeling friends in approved style. He will also present to each couple so tied, a fine family bible, with nine blank pages for family records, and will furnish the address of the party from whom *additional blank leaves* may be procured.

PENNSYLVANIA.

"ARIEL."

YOUR last issue does not give the correct version of the accident to Captain E. W. Burt of the Philadelphia Bicycle Club. Messrs. Greves and Middleton *were* spilled from their tandem, and Mr. Smith ran into the wreck, breaking a handle-bar, but Mr. Burt's header occurred from a different cause and at another time. He was speeding at the time and slipped pedal which caused his cropper. Although cut and bruised he was fortunately not seriously injured, and attended to business during the week.

EIGHTY members and invited guests sat down to the second annual reunion dinner of the Century Wheelmen on last Friday evening at the Colonnade Hotel. An elaborate menu and happily responded to toasts were the order of the evening.

SATURDAY of last week Jno. A. Wells climbed Ford Hill three times in succession, and then in company with Halsted (by the way, will your typos *please* get his name correctly. They usually spell it *Halstead*), he broke the tandem record on the Lancaster Pike, from the Bellevue, at Wayne, to the Pennsylvania club house, 13 miles in 52 minutes.

CASSATT'S HILL has hitherto been surmounted by but three men, but last Sunday Halsted, Leisen, Frank Kohler and C. A. Roberts pulled to the top. Every rider here has the hill climbing fever. Last Sunday McClathery, of the Centurions, rode up Conshocken Hill twice, duplicating McDaniels feat of two weeks since.

DURING the moonlight nights of last week several tandem parties have been made up, and one of these took a run to a private club house up the blue waters of the Schuylkill, where the gentlemen of the party cooked the viands and served the ladies to their entire satisfaction (whether their own or the ladies I could not learn, but they do say that Mr. Hart's coffee was equal to any *chef's*, while as for Mr. Osborne's planked shad and Mr. — let me see; did I promise to mention no names?). The trip was a most enjoyable one and voted a great success.

RINK parties are also very popular just now. A number of ladies and gentlemen engage the Rink for an evening and have lots of fun out of it, besides learning the management of bicycle and tricycle under Mr. Geo. Hart's able tutorship.

I OVERHEARD an enthusiastic young woman exclaim to a companion the other night: "Well! if I were a man the only reason I wouldn't ride a bicycle would be because I couldn't learn to balance it. No, not even to ride a tandem with my best girl!" But then, you see, she looked at it from a feminine point of view.

RACE meets and rumors of race meets all about us. The Camden Wheelmen propose having one on Decoration Day, one of the features of which will be a twelve-hour race. Philadelphia riders will aid in making it a success. Then the Y. M. C. A. will open their new grounds in West Philadelphia with an athletic entertainment on May 12th, and the wheel is down on the programme. Ditto the annual field meeting of the Athletic Club of the Schuylkill Navy, to be held May 23d.

THERE is some talk of a cycling track being projected at Reading, to be opened Decoration Day with a tournament, but inquiry fails to elicit any *definite* information on the subject.

I ENCOUNTERED the familiar face of Mr. E. M. Aaron in a restaurant the other day, and had quite a lengthy chat with him. He is taking to wheeling again, having ordered a new Victor safety, which he says he must ride for the sake of example to the little folks. The friends of Mr. Aaron (and there are many, for, after all that has been said, the fact remains that he was a most popular and energetic worker, and one who has done lots of good for the League of American Wheelmen) will be pleased to learn that he was well in health, spirits and business, the latter in New York.

MR. C. R. OVERMAN also favored us with his company last week. He has the happy faculty of making warm friends wherever he goes, but he is so much on the jump that the aforesaid friends never have the pleasure of his society for any time. We took in Emma Abbott in "Martha" together, accompanied by Mr. J. C. Dotter.

THE *Times*, one of our leading papers, is now giving us a column of interesting cycling news every Sunday. Thus does the wheel influence spread. Only deliver us from the mis-statements of the

average reporter. One of the papers here coolly stated last week that Mr. Chas. Paul could climb Ford hill without hands. Now this grade has been climbed but twice this season, and as it is considered one of the hills hereabouts, I rather fancy Mr. Paul knew nothing of this reporter's intentions.

CAPTAIN SUPPLEE, of the Pennsylvania Club, met with an accident on the 5th inst., which might have resulted seriously. While out on his new safety he had a collision with a horse near Ardmore, and was badly bruised.

CAPTAIN FLEMING will retain his office in the Century Wheelmen, the Lieutenants having agreed to relieve him of part of the duties. Mr. McClathery takes the second lieutenancy. The club is to be congratulated for Mr. Fleming's decision.

MR. ISAAC ELWELL has tendered his resignation as President of the Pennsylvania Club, after having occupied the position for upwards of three years. His retirement will be a great loss to the club. No one has yet been definitely named as his successor, although several have been spoken of.

WILL L. A. W. No. 306 kindly forward his photo. I am told that it is immense. Would also ask No. 3361 to mail his post office address.

KANSAS CITY.

"MENTOR."

SUNDAY (April 22) the second club run of the United Wheelmen, to Parkville, took place. This was the first time Parkville was ever visited by a party of wheelmen, and its advent was something of a novelty to its natives. Parkville is the *locale* of Park College, a Presbyterian school. The faculty is very strict, and it was learned that the visit of the wheelmen on Sunday was deemed a sacrilege. The school girls were kept so close that the boys did not have an opportunity to flirt with them. When the roads are in good condition the run to Parkville will be an exceedingly pleasant one, but till then a mention of the trip to a few of the participants of the run can be likened unto a red shirt to a bull. Parkville is just across the river, in Clay County, which has become famous as the home once of the noted bandits, the James boys. The county is very poorly populated, and the topography of the country is very irregular.

LOCAL CONSUL DE TAR has started a subscription paper for the purpose of raising a neat sum for helping the League get out of debt. All members in the city can contribute, and Mr. De Tar will see that the money is forwarded.

CHARLIE B. ELLIS was very quietly married Sunday (April 22), in fact it was not known till a week later. It is presumed it is not too late to tender congratulations. Baltimoreans will remember Charlie, as he was a former resident of the Monumental City.

It is not generally known, but Eislinger's Garden caters to wheelmen, and cyclists who are fond of good native wine, cold lunches, etc., will be cordially welcomed. The Garden is located just North of Westport, and has become quite popular with a number of wheelmen.

WHEELMEN are exceedingly jubilant over the fact that street paving is to be pushed here with renewed activity this summer. The paving of the Southwest boulevard to the State line will make it a rendezvous for wheelmen. Kansas City will soon become one of the best paved cities in the United States.

THE rains of last week prohibited club runs Sunday (29), and wheelmen went round in a sort of a dazed way, seemingly oblivious of their surroundings. It was cold enough for fires, and club members huddled around the heaters, played billiards, spun yarns, and indulged in other amusements to pass away the time.

MINNEAPOLIS NOTES.

"TERNON."

CYCLING in Minneapolis is having an agreeable boom. All the dealers (four in number) report sales exceeding last year's business at this time. E. J. Hale and Colie Bell (the "twins") are doing a moderate amount of road work, enough so that they will be in good form to take in a race if one turns up. J. Purvis-Bruce is expected back here about 12 July to race Colie Bell the proposed 25-mile road race. When Bell is asked about it, he looks at his wheel with a loving look, as much as to say, "we'll be there, won't we, old fel'?"

H. P. LEACHAM and Colie Bell are going to make an extensive trip East some time during the summer.

THE Mercury Bicycle Club called a general run for all the unattached cyclists in town on Tuesday evening, but as only a few turned up it was given up. It was understood that the run was called in order to find out whether the club was "dead" or not, and if so they thought somewhat of joining the Minneapolis Club in a body, if they do, we will have as strong a club as any west of Chicago.

THERE is a bicycle agent in town, who has the agency of two or three lines of wheels, that must be afraid to have riders look at his wheels the second or third time. One of our prominent cyclists went in to this agent's store one day, to inquire about sundries he had ordered, and naturally he looked the wheels over to see if anything new had come in, when one of the proprietors came up and requested him not to handle them any more, as he had "seen them often enough."

THE Minneapolis Bicycle Club has awakened up from its winter's solitude of social games, and instead of meeting around the "round" table, they generally go out in pairs, fours, or as the case may be, and take a ride around town on the paved streets, or in the country. They have almost all the best riders in the State in the club, and are a jolly set of fellows. A week ago Sunday a dozen riders went down to St. Paul in a rain storm. It didn't dampen their spirits at all, in fact they seemed to be all the jollier. They put up at the Windsor House, the League hotel, and had a splendid dinner. Some of the frivolous boys made "eyes" at the pretty waiter girls, but were properly rebuked by our staid and sedate Secretary and Treasurer.

NEWS

AND COMMENT.

On the last plate that we issued, that of W. A. Rowe, we had printed after his name, "Champion of the World." This is a clear case of counting your chicks, etc. The plate was printed three weeks ago, but we are prepared to be sat on hard by our facetious fellow scribes; especially do we expect to get a blast from our friend, "Dynamite" Page, of St. Louis.

A LADIES' run will be among the pleasant features of the League meet.

THE amount collected in Baltimore for expenses of L. A. W. meet is so far about \$2600.

A TANDEM race will be among the events to be run at Baltimore next month; also a race for rear-driving safeties.

ARRANGEMENTS are already being made at hotels in Baltimore by large delegations from New York, Philadelphia and Boston.

REMEMBER the dates, May 29 and 30, as being the annual meet and races of the Iowa Division at Cedar Rapids, Iowa. Good programme of races.

In order to distinguish the Eck team from that of Manager Morgan, the *Cyclist* calls the former the "Yankee team," and the latter the "American team."

WHAT'S the difference between riding against old Father Time and Dick Howell? This is a bit hard for us to answer; will W. A. Rowe please send in the correct solution to the conundrum?

PHILADELPHIA, Camden (Pa.) and Wilmington (Del.) wheelmen are invited by Kirk Brown, of Philadelphia, to compete in a hill-climbing contest some time before June 18. Mr. Brown will give a gold medal to the winner.

CYCLISTS of photographic proclivities (and there are many of them) should notice the advertisement of the Boston Camera Co. The "Hawk eye" is a camera they make a specialty of, and is particularly adapted to the cyclist's use.

We shall have to revive that term "promateurs" to fit such cases as our good friend Percy Stone. We would suggest a special uniform for these "alf and alf" fellows, 'alf black and 'alf white, emblematic of their semi-purified condition.

HERE'S another of the same sort. If W. A. Rowe can ride a mile in 2.29, how does it happen that Howell beats him by 20 yards, in 2.45? Will *Be. News* kindly give attention and answer the above? We know it will please them to be able to solve it.

THE Ridgfield Athletic Club, of Albany, N. Y., will give a spring meeting June 2. Among the events is an open-to-all-amateurs two-mile bicycle race. Entrance fee 50 cents, to close May 28. Address, W. C. Miller, 3 South Hawk Street, Albany, N. Y.

MESSRS. GORMULLY & JEFFERY call attention in our advertising columns to their late successes in the courts in their suit with the Pope Mfg. Co. A reference to this advertisement shows a natural

IMPORTANT TO Every American Rider and Dealer.

NOTICE.

79 FRANKLIN ST., BOSTON, }
February 15, 1887. }

Gentlemen—We are advised that the machines known as "American Champion" Bicycles infringe certain letters-patent of ours, and as they are both made and sold without license from us, we have commenced suits against the makers.

We beg to notify you that the sale or use of said Bicycles by any other party is ALSO infringement, and that we shall take such legal proceedings as we may be advised by our counsel to take for the protection of our rights and the suppression of infringements, wherever such infringements occur.

Yours truly,

THE POPE MFG. CO.

This circular was issued for the purpose of intimidating riders from buying our machines, and agents from selling them.

We now beg to inform riders and dealers that there is NO DANGER, as Judges Gresham and Blodgett, of the United States Circuit Court for the Northern District of Illinois on April 30, 1888, decreed that NONE of the goods manufactured by us infringed ANY of their patents. We might further say that all our machines are manufactured under our own letters-patent, which have not yet been proved invalid.

Now that the horizon is clear so far as we are concerned, we shall be happy to furnish our entire line at short notice, as we are working over time and can do so. Our handsomely illustrated 64-page catalogue mailed on application.

Respectfully submitted,

Gormully & Jeffery Mfg. Co.

CHICAGO, ILL.

THE MARLBORO CLUB Tandem.

The Swift
SAFETY.



Send for Catalogue.

THE MOST
Popular Tandem
MADE.

THE MARLBORO
CLUB
Tricycle.

Send for Catalogue.

THE COVENTRY MACHINISTS CO., Ltd., 239 Columbus Ave.,
BOSTON, MASS.



SINGER CYCLES

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

"APOLLO LIGHT ROADSTER." 50-inch, \$130.

Highest grade Wheel made; Ball Head; Spade Handles; Detachable Bar.

"CHALLENGE" ROADSTER. 50-inch, \$100.

The best machine ever built for the money, including Spade Handles and Detachable Bar.

"CHALLENGE" ROADSTER NO. 2. 50-inch, \$75.

A thoroughly good roadster bicycle, with coned rubber pedals.

THE "SINGER" SAFETY. \$135.

Fast; safe; a great hill climber and coaster.

"MINIATURE" SAFETY. \$60.

For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; ad. justable coned bearings.

"MINIATURE" TRICYCLE. \$70.

30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

"S. S. S." TRICYCLES.

No. 1. For Gentlemen.....\$175

No. 2. For Ladies or Gentlemen.....175

(The above furnished with "Singer's Patent Axle and Bridge.")

No. 3. For Ladies or Gentlemen.....160

SPECIAL "S. S. S." TRICYCLE. \$185.

30-inch side wheel; 28-inch front wheel. Convertible for Lady or Gentlemen

"S. S. S." TANDEM. \$250.

Steered by either rider.

"TRAVELLER" TANDEM. \$235.

40-inch side wheel; 22-inch trailer.

THE "VELOCIMAN" TRICYCLE. \$195

The only practical Hand Power Tricycle for Invalids.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, ... BOSTON.

feeling of jubilation, and as they express it, so far as they are concerned the horizon is clear.

The Columbia (Pa.) Wheelmen are going to have a road race May 30. The route is from Columbia to Mountville and return. There is a good deal of friendly rivalry among the members of this club, and they take this method of having a road race to work off some of the surplus enthusiasm.

The Long Island Wheelmen and the Kings County Wheelmen of Brooklyn, N. Y., bowled a match April 27. The Long Island Wheelmen won by a score of 1511 to 1295. Mr. Starr of the L. I. made the best individual score of 193. A return match will be bowled during this month sometime.

The last copy of the *American Athlete* to hand and not a single editorial on the coming Wells-Greenwood hill-climbing contest!! We sincerely hope that paternal joys and cares have not made Mr. Wells forgetful. The *Athlete* without its Hill Climbing editorial is indeed Hamlet without the melancholly Dane.

The new club house of the Buffalo Bicycle Club was "informally" opened last week. The interior was thoroughly viewed, and nothing but praise and admiration was heard at the completeness of the furnishings and arrangement. A few of the members gave an exhibition of gymnastics in the gymnasium.

MISS MAGGIE B. PHILLIPS died at her home in Indianapolis, Ind., April 30, after a lingering illness of thirty-two days. Miss Phillips was the only lady member of the Indiana division of the L. A. W., and a very beautiful and accomplished young lady of eighteen. Her loss is very keenly felt by her many intimate friends.

WILLIAM J. CORCORAN denies the statement made in some of the Boston dailies that Mr. Dole was desirous of backing him (Corcoran) to ride W. A. Rowe. He says: "I do not want to be placed in a false light in the racing world, I am a trainer of racing wheelmen, and not a 'track artist' myself. I have no ambitions looking towards a championship on the path."

The quarter-mile track of the East Hartford Wheel Club has been widened and repaired this spring, and is now one of the finest bicycle tracks in the country. It varies from 19 to 27 feet in width on the homestretch, and is 15 or 16 feet wide on the turns and the backstretch. This club proposes to hold its third annual racing tournament early in June; \$300 in prizes will be awarded.

The managers of the Buffalo Tournament Fair Association are about to issue semi-monthly a sixteen-page paper, and illustrated in the most artistic way. The name of this paper will be the *Illustrated Journal*, and it will be permanently devoted to the interests of the exhibition, and to the industrial, commercial and agricultural interests of the United States and Canada.

FROM New Haven we have a complaint that that city is not represented in our correspondence column. "We are a live lot of cyclists here, though you do not hear from us often. Our club numbers seventy-five members, and we think we have nearly 1000 riders in the city. We are going to have a parade on 30 May, and a five-mile handicap road race on the same day. Look for us at Baltimore." We are glad to hear from New Haven, and hope that No. 9992 will "complain" some more.

THE Howe Company in Scotland flies two flags over its factory, one the British ensign and the other the stars and stripes. This phenomenon is explained by *Bicycling News*, which states that the reason the stars and stripes flap in the British breezes is because Elias Howe, the inventor of the sewing machine made in the factory, was an American, and further, this particular flag is historical, for it is the identical flag that covered the coffin of the martyred Lincoln whilst the body lay in state.

W. E. CRIST writes us as follows: "I will be mounted this season on a 54 1-2-inch Humber bicycle, and Mr. Barber a 52 of the same make. We are at present training at Long Eaton track. Whittaker, Crocker and Knapp have not decided yet what wheels they will ride. Rowe does not seem to be riding very well; I hardly think he is in condition yet, as it is quite cold here and very hard work to train, being almost impossible to get up a good sweat."

We protest that this thing has gone far enough, and when we will forth the above protest, we give the following paragraph, taken from the *Lynn Item*, as the cause: "Somebody has suggested that 'sly Wizzie' take his old partner, Armaindo, and cross the briny for the purpose of pulling both American teams through." Yes, we protest emphatically!! Are the English insatiable, do they want everything? By and by we shall not have a professional left in the country, and then what *should* we do? Let us have Armaindo, do not take away "Wizzie;" life would not be worth living. We hope

the United States authorities will take steps to prevent these two treasures from leaving our shores. We cannot let them go.

The returned wanderers, Messrs John Newman and John Williams ("The two Johns"), of the Buffalo, N. Y. Club, were entertained by the club at Niagara last week Friday. "The Mahogany Tree," with its pleasing combination of flowers, candelabra and spotless linen, was surrounded by 36 members of the club, the president and guests of honor at the head. The admirably-served courses, the laughter and wit flashing so free, more than confirmed the expectation of those who had arranged so enjoyable an affair.

THAT the WORLD goes everywhere witness the following letter from a gentleman in Caro, Mich. Even the fishes read it: "The other day while fishing in the Cass river a piece of paper floated on my line. On looking at it I found it one half leaf of your paper. Enclosed find ten cents for your April numbers; I never saw the paper before, and I want to get a boy's bicycle and I think I may find it in your advts." We would suggest to our Caro friend that he write to almost any of our advertisers, and they can quote him prices, etc., on boys' machines.

MR. RICHARD Brodhead, respected citizen of Washington, D. C., was recently arrested by an officer on the charge of riding a bicycle after sunset without a lighted lamp. Mr. Brodhead explained to the officers that his lamp had exploded a few moments before. The officer would take no explanations, but arrested him, and drove him in a patrol wagon to police headquarters. The judge on hearing the facts said that officers should exercise a little common sense. When a citizen as respectable as Mr. Brodhead shows beyond a doubt that the alleged violation is clearly an accident, his explanation should be accepted by the officer, and the citizen should not be put to annoyance and trouble. If the officer concludes to make the arrest, he should at least do as is done in liquor cases—notify the defendant to appear. The case was dismissed.

CRIST'S REPLY TO KLUGE.

Mr. Chas. E. Kluge, Jersey City, N. J.:

Dear Sir.—I hereby have the pleasure and honor of accepting your challenge of April 6th, on the conditions mentioned in your letter to the *Bicycling World* and *The Wheel*, in which your challenge appeared, the races to be run after my return to America this fall under the L. A. W. rules. A challenge to any other kind of a race being uncalled for, as we will surely meet in some races at some of the fall meets to be given in the States. Trusting this will be satisfactory to you.

I am fraternally yours,

WM. E. CRIST.

Long Eaton, Derbyshire, England, April 23d, 1888.

THE GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

Gentlemen—After considerable delay, the four 1888 Light Champions arrived all O. K. (four beauties). The customers are delighted. The two 50-inch machines were severely tested yesterday over thirty-three miles of the roughest roads imaginable; they were simply fearful. One continuous bump from the time we left our paved streets until we arrived on the paved streets of Springfield, our destination point. However, not a spoke, screw or nut became loose during the entire journey. Yours truly,

(Signed)

McDONALD BROS.

Jacksonville, Ill., April 30, 1888.

ROBB DEFEATS WOODSIDE.

[By cable to Sunday Herald.]

LONDON, May 5, 1888. There was a lively gathering on the Leicester cycling grounds this afternoon, when Woodside, who is still described as the American champion, raced Robb, a local favorite, one mile. A good many American sports were present and freely backed Woodside. On the last lap Robb rushed ahead a few feet, but in coming down the rather nasty slope, Robb fell and Woodside crushed atop of him. Woodside's machine was completely wrecked. Robb finished the distance and was declared the winner.

ST. LOUIS WHEEL COMPANY ROAD RACE.

A. M. LEWIS WINS IT.

The road race from Manchester to Vandewater avenue, a distance of eighteen miles, given by the St. Louis Wheel Company came off Saturday, May 5th. The day was perfect, and fully 5000 people witnessed the race at the finish and other points.

The start was made at 4:45 P. M. with the men placed as follows: Scratch, Alex M. Lewis, E. A. Smith, E. N. Sanders; handicap, 30 seconds, W. D. Sheriff; 1m. 30 seconds, Geo. N. Tivey, Jno. Hodgen; 2m., Richard Hurck, Frank Mehlig, Hy Mayo; 3m. 30 s.

Hy Oellein; 4m., Jno. Koen, H. E. Eames. The officers of the race were: Starters, Geo. W. Baker, L. C. Stone; judges, timers, and handicappers: A. K. Steward, L. Gordon, Walter Wylie.

The scratch men picked up nearly all the handicapped ones on Solomon's hill, but could not shake them off until near Bartolds. The Manchester road was in fine condition, except small macadamized stretches which caused several bad headers. The scratch men rode pretty well bunched until Cheltenham was reached, where Smith took a header, and a few minutes afterwards Sanders was run into by his pacemaker, A. L. Jordan. Sanders was pretty badly shaken up by the fall, and from this on was practically out of the race. The race was won by Alex M. Lewis in 1h. 7m. 53s. which is very good time. E. A. Smith finished second in 1. 07. 26 seconds. Richard Hurck third in 1. 08. 44 seconds. Frank Mehlig fourth in 1. 09. 23 seconds, and then came E. N. Sanders in 1. 10. 01. Jno. Koen, George Tivey, H. E. Eames, finishing in the order named, and the balance came in straggling. Both the first and second men are members of the Missouri Club and were greeted with rousing cheers as they crossed the tape. Both Lewis and Smith broke the existing record to the pump. Dick Hurck's riding was a surprise to everybody. Much sympathy was expressed for Ed. Sanders, and he certainly would have finished near the front but for his accident. Sanders also bitterly complained of the way his club mates (Cycle club) took care of him. He did not get anything to drink for 10 miles, and all he got then was two small sips of tea. As a matter of course, there is now joy in the Missouri's camp, and Lewis and Smith will be banqueted next Saturday. Sanders is not satisfied that he was beaten and wants another race arranged between him and Lewis. Too much cannot be said in praise of the St. Louis Wheel Co for their great liberality in putting up the valuable prizes, and for making the affair the success it was. All the arrangements were perfect, but the police who were promised to keep the avenue clear, but failed to arrive. LINNEUS.

THAT GREAT RIDE OF THE SAN FRANCISCO CLUB.

Editor Bicycling World: The various accounts of trips out in this "wild West" to which your readers have been subjected, have been as amusing to some of us as they doubtless were to you.

The accounts certainly contain both extremes as to time. I alluded to that 26-mile spin of the San Francisco Bicycle Club in 1 hour 25 minutes, and the ride around the Bay of Mr. Bliss in about 16 hours, I think it was.

You are doubtless in the predicament of not knowing whether we are "tortoises," "flyers from away back," or else "liars." Of course we don't for a minute suppose you could think of Mr. Bliss in the latter terms, as his statement is undoubtedly true, but on questioning one of the "San Francisco" men he condescended to modify the time and said it might be 1 hour and 30 minutes. "Caesar's ghost," but I don't blame your bringing the time in question when you consider that Elwell, the fastest man on the coast to-day, took 1 hour and 38 minutes to ride a 25-mile race; the "San Francisco" didn't have in a team, I admit, but a year ago Larzelere, their flyer, couldn't beat Elwell. A year might make vast improvements (but let me weep for these poor misguided creatures.)

I consider myself a good average rider, and didn't credit the San Francisco's time. I went over the same course and it took me 2 hours 15 minutes. I admit I didn't go at a break-neck pace, but if I was a betting man or a professional I'd be willing to go a little pile that there are not seven men in the San Francisco Club that could have stuck to me those 56 miles. I had two companions, both good riders. We started from San Francisco and made San Jose at 12.30, after getting off the track and making an extra 6 miles.

We left San Jose at 1.30, and reached the city at 8, having completed the trip in 12 hours 25 minutes. This was a very easy pace, and the distance could be traversed in an hour faster ordinarily, as we had a gale from San Jose, 50 miles. We made about 100 miles. And how Mr. Bliss could put in more time I fail to see. An ordinary rider ought to go around the Bay in twelve hours, a scorcher in ten hours, but a San Francisco would probably do it in from six to seven. We haven't got such a thing as a "club liar" out here, the club members go it individually it seems, and evidently it's a "blooming success." Fraternally, "1874."

THE BICYCLE PATENT CASES.

The following communication has been received from the Pope Mfg. Co. with request for publication:

"A fuller and more correct report of the decision of the Circuit Court in Chicago, on Monday of this week, develops considerable interest not only for the bicycle trade, but also for all who own patents and have license contracts relating to them. The decision was in five suits in equity, begun a little over a year ago, in the Circuit Court for the Northern district of Illinois, by the Pope Manufacturing Co., manufacturers in the East of Columbia bicycles,

against the Gormully & Jeffery Manufacturing Co., manufacturers in Chicago of the Champion bicycles. These five suits were tried together and were practically two suits, one for the enforcement of a contract, and the other to restrain infringement of certain patents. The evidence filled two large octavo volumes of about 500 pages each, and included about 100 exhibits besides. The hearing of the cases occupied four days at the end of January last, and they were ably argued by Hon. L. L. Coburn of Chicago for the complainants, and Hon. B. F. Thurston of Providence for the defendants.

The contract suit was based on a written agreement of license between the Pope Mfg. Co. and R. P. Gormully, made in 1884. By this, and by two previous licenses made in 1883 by the same parties, Gormully was licensed under certain patents to make certain sizes, style, and construction of bicycles known in the trade as Ideal and Champion bicycles, upon the payment of certain royalties and the observances of certain stipulations. By the contract of 1884 it was expressly stipulated, as part of the consideration for granting the license, that the licensee admitted the validity of the patents licensed under, and of certain other patents used in higher grade machines, and admitted that certain specific devices therein referred to and described, contained the inventions of those patents, and were covered thereby, and that the licensee should not make those devices that were not included in the license at all in any machines during the term of the patents which covered them. Subsequently Mr. Gormully formed a partnership and afterwards a corporation, of which he and his partner remained managers and owners. They made only the licensed machines up to the spring of 1886, paying royalties and observing the conditions of the licenses. They then commenced to manufacture and sell what have since become known as Champion bicycles, including the devices which they had agreed they would not make, in addition to the other line of machines. There was and has been no controversy about the other line of machines, but only about the new machines containing the new devices, which the Pope Mfg. Co. invoked the aid of the Court in equity to restrain. The Court has now decided that the complainants construction of the contract was correct, but that the restraining clauses would work a hardship upon the defendants if they were enforced; and therefore dismissed the bill. Perhaps a certain tendency in the decisions of Western courts may be traced in this by comparing it with the fact that the same court had previously sustained similar contracts and enforced them by injunction in two cases at least, one being the case of the Pope Mfg. Co. against Jeffery, in which the final decree was entered in 1885, and the other the case of the Pope Mfg. Co. against St. Nicholas Toy Co., decided in 1886, and under which, besides injunction, sixteen thousand dollars damages were recovered.

The patents involved in the patent suit decided last Monday were seven in number: the Peters and the Wallace patents, relating to adjustable anti-friction or ball bearings, used in most high grade bicycles, and the Shire, Veeder and Kirkpatrick patents, used in the 'hammock' saddles now so generally on such machines, being the principal ones. These patents are among the leading ones in bicycle construction, and all the makers, importers and dealers in these machines have recognized the validity and scope of these patents, and are doing business by license under them, the particular forms in which they are made varying somewhat, of course. Only two of these patents had been litigated before. The court has now decided that the Shire, Wallace and Kirkpatrick patents are void for want of novelty as to the particular claims under which the defendants are sued, and that the defendants do not infringe the other patents.

Thus the decision was a most sweeping one in favor of the defendants on every one of the many points of contract, estoppel, infringement and validity. As might be expected the complainants' counsel at once prayed for an appeal on every point in each of the cases to the Supreme Court of the United States, and the appeals have been allowed. This does not, therefore mark the end of the bicycle litigation which has become so vigorous; for not only will the decision of the Supreme Court be waited for but the Pope Mfg. Co. have two other suits pending, in which the bearing and saddle patents are involved; and of course the courts may not take the same view of them in other circuits. This is the first defeat the Pope Mfg. Co. has had, and as it has acquired a reputation for success in maintaining its patent rights almost as much as it has for the success of its Columbia Bicycles, it is not likely to let the matter rest without further and still more vigorous litigation. As several recent instances have shown, the Oleginous Seed case amongst others, that patentees defeated in the Circuit Courts frequently find their redress and some times hundreds of thousands of dollars damages after appeal to the Supreme Court, it is not likely that the bicycle trade will be much disturbed by this decision until the final resource has been exhausted. The case under notice may, however, lead our Eastern parties controlling patents to be wary in making license contracts, especially in the West."

TRADE NOTES, CLIPPINGS, AND ALL SORTS.



THE EAGLE BICYCLE.

We present to our readers a cut of one of the latest things in wheels. It is the production of Mr. L. B. Gaylor of Stamford, Conn. The machine will be put upon the market this summer by the Eagle Bicycle Mfg. Co. of Stamford. A study of cut will show it to be practically an ordinary crank machine reversed. The machine will be built by one of the best manufacturers in the country, and will be strictly first-class in every way. Ball bearings all round. The prices will be about \$125 to \$135, according to size, finish, etc. In a letter describing the machine, Mr. Gaylor says: "It is in fact a rear-driving safety with cranks acting direct on the axle of the rear wheel without chains, levers, or extra friction of any kind. It can be ridden very rapidly, and as far as we have been able to test it has excelled the ordinary in speed. We ride it with ease up and down banks and over curbs and gutters that would be impossible on the ordinary. In hill climbing it is fully equal to any crank machine, and in coasting there is no safety, no matter how low, that will ride down a steeper grade than the Eagle."

Mr. Gaylor further says that the pattern and details of machine are practically settled, though there may be some minor changes in handles and pedals. Any further particulars or information in regard to the Eagle will be cheerfully given on addressing Mr. L. B. Gaylor, Stamford, Conn.

A CALL ON THE BUTCHER CYCLOMETER CO.

We dropped in to see Mr. Butcher, of the Butcher Cyclometer Co., the other day; we at once proceeded to interview the gentlemen as to the state of the cyclometer trade. In reply to our query as to how business was, Mr. Butcher replied: "Excellent. We have started on a new track, that is the furnishing cyclometers for safeties. As we are the only house that can furnish these safety cyclometers, the demand on our resources is very great. Not only

are our individual orders very large, but most all the manufacturers and large dealers are placing big orders with us to furnish this new form of cyclometer." We observed to Mr. Butcher that we should make a note of this fact and let our readers know it. "By the way," continued Mr. Butcher, "I want to quote to you the wording of my patent dated June 16, 1883. It reads as follows: '* * a cyclometer having a dial plate, with holes for figures showing through plate in combination with index hand.' I notice that the 'Excelsior,' gotten out originally by F. Jenkins, and now manufactured by Gormully & Jeffery, has these features on which I hold exclusive patents." Mr. Butcher then produced a letter written by a man who lives within 1500 miles of the city of Boston. This modest youth stated in the letter that he had used the Butcher cyclometers for three years, and that through some unstated cause he was unable to make the screws hold that held the cyclometer together, hence frequent droppings of said cyclometer, and one drop was so disastrous that a horse car ran over it, and of course the cyclometer got the worst of it. The diffident chap said that he returned the remains (we saw them) and he would be satisfied if the Butcher Co. would return him a new one, free of cost!!! (italics ours). Now we submit that the Butcher people should have sent a man specially to X— to keep those screws in tight. We suggested that the diffident youth be invited on to Boston free of expense, and told to help himself. We profoundly admire this gentleman's quiet and sublime assurance. We feel sure that he cannot see anything out of the way in his modest (?) request!!!

We left Mr. Butcher, feeling glad that the boom had not forgotten to strike this firm, and that the year's business, so far, was all that could be desired.

A new candidate for wheelmen's notice is the "National" bicycle manufactured by the St. Nicolas Manufacturing Company of Chicago, and just introduced in the market by this firm. It has direct spokes, ball-bearings all around, ball pedals, cow horn handle-bar, and sells for \$105.

The Springfield Roadster is getting to be a familiar type upon the roads about Boston. It is being pushed energetically, both by those who sell it and those who ride it, especially the latter.

W. A. RHODES last week, on a 52-pound Springfield Roadster, made a quarter mile at the reservoir in 32 seconds. Rhodes will pedal the Springfield Roadster during the coming season. The *Wheel* gives it that Berlo got away with Rhodes at the reservoir last week. This is not so. Every time that Rhodes and Berlo started even on the quarter mark Rhodes dusted him. It was only when Rhodes had been riding the *whole circle* at speed, Berlo waiting for him at the quarter-mile mark, that Berlo was able to lead Billy home. Not a very fair test. Berlo cannot hold Rhodes on an even race for any distance.

We saw at W. B. Everett & Co.'s an excellent stand for those who own rear-driving safeties. It is specially made as a ready means of supporting rear-driving safeties, an important feature being also introduced in the arrangement for locking the machine to the stand. This is done by means of the clip, which is hinged, and falling over the rim of the wheel is locked, thus preventing the machine from being removed. We were delighted to hear from Mr. Wm. L. Ross, the United States manager for the Singer cycles, that the sales this year exceed anything ever before experienced by this firm. Up to April 30, 1888, the increase is 65 per cent. over sales up to same time last year, "and we are still on the increase," said Mr. Ross.

CYCLISTS' TOURING CLUB.

FRANK W. WESTON,
UNITED STATES CHIEF CONSUL,
Savin Hill, Boston, Mass.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

Membership application blanks and any required information on club matters can be obtained by applying as above and enclosing a stamped addressed envelope for reply.

RENEWAL NOTICE.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed), are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Mills, Jr., Thos., Red Jacket, Mich.
Tucker, W. R., 159 Delaware ave., Philadelphia, Pa.
Atwater, Geo. S., 1206 Pa. ave., Washington, D. C.
Barrington, H. W., 1531 Edmondson ave., Baltimore, Md.
Brauns, F. L., 1735 McCullough st., Baltimore, Md.
Barnes, H. S., University Club, Madison square, N. Y. City.
Clotworthy, F. M., 1511 McCullough st., Baltimore, Md.
Kelso, Geo. R., 1205 Linden ave., Baltimore, Md.
Pratt, F., Alcott, 3 Somerset st., Boston, Mass.
Small, Chas. H., 501 N. Front st., Harrisburg, Pa.
Warrington, L., 1133 N. Gilmer st., Baltimore, Md.
Menns, W. V., Everett, Mass.
Pigman, J. R., 417 Elm st., Cincinnati, O.
Rogers, Prof. Allen E., State College, Orono, Me.
Norton, Chas. B., 57 Main st., Concord, Ohio.
Parks, Edgar O., N. P. R. shops, St. Paul, Minn.
Haber, Louis I., 691 Broadway, N. Y. City.
Bliss, Joseph J., 228 Phelan Bldg., Market st., San Francisco, Cal.
Allerton, Jr., O. H., 262 Shady ave., Pittsburg, Pa.
Blodgett, F. C., 30 Seitz block, Detroit, Mich.

Bigelow, S. L., 25 Little's block, Cambridge, Mass.
Coombe, W. E., 216 So. 15th st., Omaha, Neb.
Cook, Geo. D., 47 W. 3d st., Williamsport, Pa.
Colker, J. E., 475 Market st., Williamsport, Pa.
Elwell, F. A., 152 Pearl st., Portland, Me.
Eisenbrandt, C. R., 421 E. Baltimore st., Baltimore, Md.
Eder, J. F., 50 Willow st., Williamsport, Pa.
Forsman, H., 919 W. 4th st., " "
Higgins, H. S., 146 Franklin st., Portland, Me.
Hassenforder, P. L., Taunton, Mass.
Hagerty, G., 1111 W. Lanville st., Baltimore, Md.
Lindsay, T. J., 1238 W. Lanville st., " "
Loane, Jr., E. D., 110 W. Lexington st., " "
Mealy, W. H., Calais, Pa.
Metzger, W. E., 8 Withersell st., Detroit, Mich.
Norton, A. B., 286 W. 4th st., Cincinnati, O.
Otto, F. R., 4th and William sts., Williamsport, Pa.
Rhoads, J. G., 213 W. 4th st., Williamsport, Pa.
Small, J. E., 327 E. Market st., York, Pa.
Snyder, A. E., Lehigh, Pa.
Steuber, S. C., 333 W. 4th st., Williamsport, Pa.
Waring, E. J., Crescent st., Plainfield, N. J.



ABBOT BASSETT, Secretary-Editor.

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BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 668 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Punnell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

WITHIN a few days League members will receive a circular from the uniform contractors, giving all the particulars regarding the uniform, directions for self-measurement, etc.

REPRESENTATIVE ROBERT HOLM of the Missouri Division has prepared a "recruiting" circular, which sets forth the advantages of League membership, and urges riders of the wheel to unite themselves with the organization. It will be sent to every non-League man in the State, and we do not doubt it will prove an effective agent.

CYCLERS who ride on sidewalks do not meet with favor in Newton, Mass., for the blue-coated official pounces upon them, and they are required to contribute of their wealth to the county treasury. None but butterfly riders would object to such roads as

Newton gives us, and it is well that the law brushes the down from their wings. Not all the road hogs drive horses.

WILL the tricycle be abandoned by the masculine for the dwarf safety and the feminine alone ride the three-wheeler? Such a state of things was prognosticated to us the other day by a dealer, who furthermore said that his firm had never made a dollar on tricycles. It is not to be doubted that the dwarf safety is coming in with a rush, but it will be a long day before gentlemen give up altogether the machine that requires one to sit still and pedal without thinking of the balance.

THE Massachusetts Division is to have a spring meeting. The announcement brings to mind a former event of this kind. Date and place for the meeting were fixed upon, and as there was a dinner to be provided those who were to be of the party were requested to notify the committee. Seventy-five notifications were received, but the committee knew that many would impose upon them and attend without sending notice and so they ordered dinner for one hundred and fifty. The day arrived and three hundred and fifty men reported. Result, hunger and complaint. The committee was condemned for the laches of the members. Moral, when you to such a meet are going, spare not the postal.

THE Chief Consul of Kentucky writes as follows: "We wheelmen out here in 'Old Kentucky' are glad to enjoy the privilege of using the roads without having a liberty bill to protect us. I believe we can defeat all bills that are introduced to injure us, but at the same time I believe we would not stand the least chance of passing a liberty bill. In the defeat of these bills we always work secretly so as not to arouse the horsemen and get them up in arms against us. I like to see these bills introduced, as it stirs up all the wheelmen and makes them work together."

I WANT to say right here that I cannot see how any members of the League, who have attended the "meets," can say that they do not get their money's worth out of the League. If it did not give us a better standing while touring (and I know it does), a good road-book, a good weekly paper, a "jolly good fellowship," better rates at hotels, on cars and on steamboats, protection and better laws, I would not begrudge a dollar for the fun alone at a meet. A young fellow from Washington, touring through here, told me that almost every fellow he questioned through New York State asked him the first thing if he had a road-book, and that had he not been a member of the League he would not have been received by many of the clubs. —*Correspondent Wheel.*

Call for Constitutional Convention.

Notice is hereby given to all members of the League of American Wheelmen that the conditions mentioned in Art. V. of the constitution have been complied with; and that at the date and place of coming annual meeting, there will be held a constitutional convention for the con-

sideration of the report of the Committee on Re-organization, which report was presented to the Board at its meeting in New York in March, and by that body referred to a constitutional convention for consideration. T. J. KIRKPATRICK, President.

Massachusetts Spring Meet.

To all Cycling Clubs in Massachusetts:
The Committee on Spring Meet desire to communicate with every cycling club in this State, and for this purpose request the officers and members of clubs to see that a postal is sent to the undersigned with the name and location of club and the addresses of president, secretary and captain.
Will you kindly comply at once with this request?
Address: WM. H. EMERY, M. D., 177 Tremont street, Boston.
Boston, May 3, 1888.

Guide Posts.

To the members of the Massachusetts Division, L. A. W.:
The Committee on Guide Posts desiring to obtain the greatest benefit possible for wheelmen from the recent enacted law, which reads as follows: "And shall erect and maintain such guide posts at such forks or intersections of such highways and other ways as lead to adjoining towns and cities," would request wheelmen noticing a non-compliance with this law to at once notify Dr. Wm. H. Emery, 177 Tremont street, Boston, stating where guide posts should be and what directions should be thereon. Your committee will then communicate with the town or city, and cause such guide post to be erected. Next to good roads, guide posts are most important to wheelmen, and if you comply with this request, another season will see us enjoying the full benefits of the law, and more than compensate you for notifying the committee.
WM. H. EMERY, } Committee.
J. S. DEAN, }
C. S. HOWARD, }

Maryland Appointment.

The Arlington House is hereby appointed League Hotel at Arlington, Md. Rates on presentation of membership ticket, \$2.00 per day, or 50 cents per meal and lodging.
A. E. MEALY, Chief Consul.
Baltimore, May 1, 1888.

One Mile Championships.

In accordance with precedent I have this day awarded the following National Championships to the Maryland Division to be run at the National Meet. The one mile Bicycle and the one mile Tricycle.
Yours fraternally,
GEORGE JONES, Chairman Racing Board.

Illinois Appointment.

Dunlap Hotel, Jacksonville, Ill., is hereby appointed L. A. W. Hotel. Regular rates \$2.50; to L. A. W. \$2.00. N. H. VAN SICKLEN, C. C.

Championship Assignments.

The Racing Board have made the following assignments of Championship races:
The five mile Bicycle race to California Division.
The two mile Bicycle race to Long Island Wheelmen at Brooklyn.
The one-half mile Bicycle race to New Castle Bicycle Club at New Castle, Pa.
GEORGE JONES, Chairman Racing Board.

Racing Board Appointment.

A. E. Mealy, Baltimore, Md., Chief Consul for Maryland, is hereby appointed a member of the Racing Board, and will at once assume the duties of said office.
T. J. KIRKPATRICK, President.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.
Candidates will please notice if their names and addresses are correct.
Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 138—Total 122—9588.

BOSTON, May 11, 1888.
CALIFORNIA DIVISION—1—334.
Unattached.
18726 Hodgkins, W. M., 2625 Sacramento st., San Francisco.
CONNECTICUT DIVISION—4—493.
Unattached.
18760 Downes, M. A., Birmingham.
18771 Rainville, C. F., Danielsonville.
18772 Williams, Bartlett L., 836 Main st., Hartford.
18770 Parmalee, Henry D., 149 College st., New Haven.

ILLINOIS DIVISION—10—535.
Eolus Cycling Club.
18740 Freeman, H. J., 31 Le Moyne st., Chicago.
Grayville Bi. Club.
18736 Matthews, T. J., Grayville.
18737 Pruett, R. S., " "
18738 Ronalds, S. P., " "
18739 Speck, Chas. F., " "
Jacksonville Wheelmen.
18708 Black, Arthur D., Jacksonville.
18709 McDonald, Edw. M., " "
Unattached.
18711 Toppan, W. R., 138 Jackson st., Chicago.
18712 McDonough, Henry, 245 Lovell st., Elgin.
18701 Crowell, Loyal T., Maroa.

IOWA DIVISION—1—129.
Unattached.
18727 Parker, W. S., Prairie City.
MAINE DIVISION—3—110.
York Co. Wheelmen.
18753 Johnson, Walter L., Biddeford.
18755 Norton, W. H., " "
18754 White, A. Tenney, " "

MARYLAND DIVISION—6—327.
Baltimore Cycle.
18753 Rhodes, C. W., 1707 Lafayette ave., Baltimore.
18752 Stansbury, James C., 710 W. Gilmore st., " "
Unattached.
18710 Brauns, F. L., Box 177, " "
18711 Doederlein, Ludwig, H. F. Atkinson & Co., Baltimore.
18714 Herring, Thomas R., 1725 Jefferson st., " "
18715 West, Erasmus, Jr., 917 Park ave., " "

MASSACHUSETTS DIVISION—15—1072.
Chelsea Ramblers.
18764 Pratt, Walter L., 59 Walnut st., Chelsea.
Everett Wheel Club.
18746 Beers, Albert, Everett.
No. Adams Wheelmen.
18748 Fornahals, Henry, No. Adams.
Unattached.
18712 Cade, Geo. L., 4 A. Allston st., Boston.
18709 Clement, Geo. W., 1 Greenville st., " "
18714 Lewis, F. J., 65 Court st., " "
18715 Riggs, Harry O., 4 A. Allston st., " "
18751 Wilbar, Albert C., Box 207, Bridgewater.
18750 Dunbar, Jesse W., 7 Brooks place, Medford.
18703 Ireland, Harry C., Northampton.
18713 Englehart, A. J., Peabody.
18759 Hutchinson, Henry P., L. Box 99, Whitinsville.
18728 Hobson, Alfred J., " "
18729 Rowbottom, Geo., " "
18750 Philbrick, W. V., M. D., 478 Southbridge, Worcester.

MICHIGAN DIVISION—1—216.
Unattached.
18775 Steketer, Daniel C., 292 Fountain st., Grand Rapids.
MINNESOTA DIVISION—5—97.
Minneapolis Bi. Club.
18747 Blethen, Alden J., Jr., 216 10th st., S. Minneapolis.
18748 Bowers, Fred F., 103 20th ave., " "
18749 Buckmann, A. M., 1425 Vine place, " "

MISSOURI DIVISION—4—291.
Missouri Bi. Club.
18751 Lawvinn, Albert W., 3111 Morgan st., St. Louis.
Unattached.
18752 Massey, Alex., 3831 Finney ave., " "
18716 Mayberry, C. S., 12 S. 13th st., " "
18753 Shields, Fred B., 315 Washington ave., " "

NEBRASKA DIVISION—2—83.
Unattached.
18742 Spofford, Frank S., Kearney.
18713 Morrison, Frank H., " "

NEW HAMPSHIRE DIVISION—1—92.
Unattached.
18795 Corson, E. H., Rochester.

NEW JERSEY DIVISION—14—688.
Elizabeth Wheelmen.
18719 Doe, Thos. A., Elizabeth.
18717 Glazebrook, Rev. Otis A., " "
18718 Oberly, Rev. H. H., " "
Rutherford Wheelmen.
18756 Oakley, Alfred, Jr., Rutherford.
Trenton Wheelmen.

18700 Bronse, Allen, 11 W. State st., Trenton.
18708 Hancock, W. Edgar, 115 Greenwood ave., " "
18707 Kelsey, Clifford C., 317 Perry st., " "
18709 Crozer, Wm. M., 521 E. State st., " "
Unattached.
18732 Meyer, Victor F., 181 Grant ave., Jersey City.
18701 Davis, Elias, Mt. Ephraim.
18708 Swain, Chas. S., Newark.
18757 Ayerling, B. Arthur, Passaic Bridge.
18700 Clarke, Warren E., Passaic.
18711 Jackson, Chas. E., 709 E. 18th st., Patterson.

NEW YORK DIVISION—20—2024.
Auburn Cycle Club.
18733 Lane, Delmar C., 501-2 N. Division st., Auburn.
Cortland Co. Cyclers.
18702 Cowan, J. H., Cortland.
Manhattan Bi. Club.
18766 Learning, W. R. B., 19 New st., New York City.
18767 Fischel, R. H., 216 West 44th st., " "
Riverside Wheelmen.
18755 Alexander, Robert C., 501 5th ave., " "
Troy Bi. Club.
18703 Gidge, E. L., Troy.
18750 Demery, W. H., " "
18701 Fringe, F. A., " "
18702 Faler, F. S., " "
18700 Salisbury, H. C., " "

Waiontha Bi. Club.
18754 Cole, S. F., Richfield Springs.
18758 Kinne, August, " "
Unattached.
18756 Cameron, E. H., Binghamton.
18701 Liddle, Fred., 414 Eagle st., Buffalo.

18720 Hudson, Dr. F. R., Hoosick Falls.
18701 Stones, Chas. J., Middleton.
18722 Hobbs, Thos., Victoria Hotel, New York City.
18721 Blythe, Parker B., Box 40, Wappingers Falls.
18700 Jansen, J. A., Wallkill.
18780 Kidd, Albert N., " "

OHIO DIVISION—17—779.
Gallipolis Cycle Club.
18757 Aleshire, Henry O., Gallipolis.
18758 Butterfield, James, " "
18750 Gatewood, E. E., " "
18759 Jones, D. W., " "
18701 Knapp, Girard, " "
18762 McClellan, Lewis, " "
18703 Moore, Frank M., " "
18704 Olmsted, Cassius Clay, " "
18705 Reilsnyder, M. Allen, Box 519, " "
18716 Small, C. H., " "
18707 Wheaton, W. G., " "

Wellington Bi. Club.
18780 Palmer, Alden R., Wellington.
Unattached.
18782 Harris, H. F., Bucyrus.
18781 Kocher, W. H., " "
18780 Shunk, John, " "
18785 Ulmer, Stephan A., " "
18723 Mastrick, Seabury C., Oberlin.
PENNSYLVANIA DIVISION—12—1222.
Emporium Bi. Club.
18705 Smith, Dr. S. S., Driftwood.
Honesdale Bi. Club.
18708 Powell, W. B., Honesdale.
Juniata Wheelmen.
18703 Drake, D. Sterret, Huntingdon.
18701 Tchan, McEvilly Wm., " "
Keystone Bi. Club.
18725 Harris, John E., Trinity Hall, Washington.
Lane C. T. C., Leamon Place.
18721 Eschenshade, W. R., Phillipsburg.
Mountain Wheel Club.
18787 Irwin, Frank F., " "
Unattached.
18700 Mitman, H., Bethlehem.
18731 Maltby, C. O., 29 W. Chelton ave., Germantown.
18708 King, Fred R., Smithport.
18705 Price, B. W., Waynesboro.
18709 Lewis, Ellis S., Box J., York.

RHODE ISLAND DIVISION—4—205.
Unattached.
18700 Atwood, Chas. H., 13 Pallas st., Providence.
18707 Harriman, Rev. N. H., 31 Wood st., " "
18708 Shaw, Edward H., 140 Gino st., " "
18709 Tyler, Chas. B., 273 Washington st., " "

VIRGINIA DIVISION—1—51.
Norfolk Cycle Club.
18735 Burruss, Willie C., 100 Freeman st., Norfolk.
WISCONSIN DIVISION—1—79.
Waukesha Wheelmen.
18707 Dunlap, W. P., Waukesha.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)
Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.
Signed,.....
P. O. Address,.....
Club,.....
City and State,.....
References:.....
(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.
If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

OUR FAMOUS AND PATENTED RAMS-HORN BAR.

ORIGINAL AS IS OUR ENTIRE BICYCLE.

Port Huron, Mich., April 14, 1888.
I much prefer the Rams-horn to the Spade handles. The Spades admit of but one attitude for the hand.
S. A. WOOD.

LITTLE FALLS, N. Y., April 17, 1888.
In regard to the relative merits of the Spade handles, and Rams-horn Bar, I would say: that for hill climbing there is no comparison, the latter being far superior to the former, but for ordinary level road riding, one is perhaps as good as the other, and both are far better than any other form.
J. E. SEARLES.

HOENESVILLE, N. Y., April 18, 1888.
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all.
R. M. PRANGEN.

PROVIDENCE, April 14, 1888.
In answer to your inquiry about Rams-horn and Spade Bars, we think the former preferable and better liked this way.
E. G. BILLINGS.

ELMIRA, N. Y., April 16, 1888.
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar made. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made.
C. M. JONES.

FLINT, Michigan, April 15, 1888.
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing.
HARRY BRUGMAN.

MINNEAPOLIS, Minnesota, April 16, 1888.
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.
H. J. PUTMAN.

RAY CITY, April 13, 1888.
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars, too, never hurt the fingers in stiff pulls at hill-climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good lift up a hill give me the Rams-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Rams-horn bars, especially since you have served the handles on.
BURT ESTES HOWARD.

LYONS, KANSAS, April 12, 1888.
We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward

dismount, they are more apt to retain the rider in their fell embrace. We think that this is an error and that there is no more danger than with C. H. J. H. ERNEST.

WARREN, PA., April 12, 1888.
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel.
C. F. L. KINNEOR.

LOUISVILLE, KY., April 11, 1888.
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.
KRAFT & ADAMS.



DAYTON, OHIO, April 10, 1888.
Replying to your letter of April 9th regarding the Rams-horn handle bars, will state that we think they will become very popular after riders once get used to them. We find our customers are a little dubious at first, but after they have tried them, they invariably like them best. Only one of our customers has ever gone back to the Cow-horn and plain handles after trying the Rams-horn.
A. W. GUMP & CO.

PEORIA, ILL., April 11, 1888.
We are enthusiastic indeed over the Rams-horn bar as you will see by the send off we give it on page 6 of our catalogue. It is certainly far ahead of the Spade in every respect.
GEO. W. ROUSE & SON.

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them.
J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.
B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others.
T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.
I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with.
D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.
E. A. WODE.

KENOSHA, April 18, 1888.
Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.
C. A. DICKHANT.

CINCINNATI, April 18, 1888.
We find the Rams-horn bars almost a necessity on a bicycle now.
B. KITTREDGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.
In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once.
C. H. SMITH.

CHICAGO, April 17, 1888.
Having used Spade handles on my machine for a season, I was thoroughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar, I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.
S. T. KIMBELL.

FLINT, MICHIGAN, April 15, 1888.
About one year ago I ordered a 50-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3100 miles, having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a Bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach. Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall. Never chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me \$5.00 or \$6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't those bars slick?" "Best I ever saw" etc. As for myself I would not go back to the Spades under any consideration, providing I could get Rams-horn.
J. ELMER PRATT.

P. S.—Think your perfect fit handles are going to be a great success—like them very much. J. P.

We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

CORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

MOST COMPLETE CATALOGUE PUBLISHED, ON APPLICATION.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Ave., and 100 Sudbury St., Boston.

Patented Feb. 15, 1887.



Free by Mail on Receipt of
PRICE, . . \$10.00.

All the Accepted Road Records

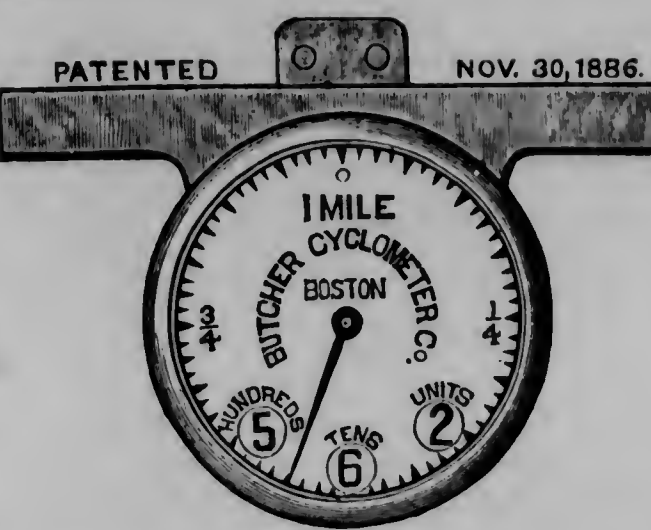
Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

6 and 8 Berkeley Street,
BOSTON, MASS.



Our Spoke Cyclometer.

SENT FREE BY MAIL ON RECEIPT OF
PRICE, . . . \$5.00.

BICYCLE AND ATHLETIC CARMENTS
Manufactured by the **KINGSTON KNITTING CO.,**

Are made of the very best **Worsted** and **Fine Wool Stock**, and for beauty of design, superior workmanship, durability and reasonable prices cannot be excelled.

Our goods are made in beautiful colorings, in **Plains**, in **Stripes** and in **Mixtures**, for **Bicycle**, **Gymnasium**, **Lawn Tennis**, **Yachting**, **Rowing**, **Base Ball**, **Dress Suits**, etc.

Our **Knickerbockers**, **Knee Tights** and **Full Body Tights** are made in three weights, with special reference to comfort and durability, furnished with re-enforcements, **Suspensory Pockets**, **Fly Fronts**, and back **Lacings**, **Loops** for belts, **Buttons** on legs, etc., and have no superior in the market.

Our **Jerseys** in **Plains** and **Stripes** are beautiful goods, and made in all colors and mixtures, with **Long Sleeves**, **Short Sleeves**, and **Sleeveless**, with **Low Necks**, **Single Collars**, **English Turn-over Collars** and **Laced fronts**, and for comfort, beauty and elasticity are not excelled.

Our **Bicycle** and **Lawn Tennis Coats** are made in two styles and weights, in **Stripes**, **Plains** and **Mixtures**, and are this season the most stylish and popular garments worn. These goods, with our **ribbed Sweaters** and **Stockings** to match, are the leading styles and used by the best trade.

Our **Fine Worsted Bicycle Hosiery**, in all weights and colors, is not equalled by any other manufacturer, and is appreciated by our best Hosiery dealers.

Our **Glove-Fitting Hosiery**, with double heels and toes, is without a rival, and all of our goods are offered to the trade at very reasonable prices. Correspondence solicited. Address,

KINGSTON KNITTING CO., 27 Kingston Street, Boston, Mass.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-Hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

L. A. W. MEET.

Merchants and Miners Transportation Company

Offer to New England Wheelmen who will attend the Meet in Baltimore special rates and the most comfortable route.

Steamer Alleghany leaving Boston on Thursday, June 14th, will arrive in Baltimore Sunday morning.

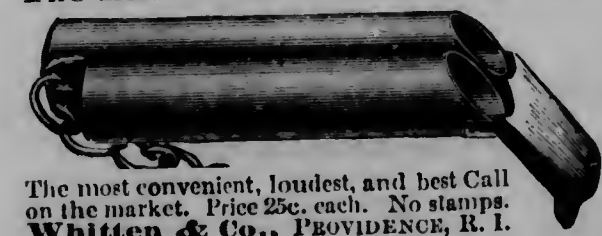
Round trip tickets for party of 45, \$17. Less than 45, \$20. Single fare, \$10. Including meals and staterooms.

Free transportation of Bicycles will be given to ticket holders. Rates to others on Bicycles, \$1.00; Tricycles, \$2.00.

Staterooms should be engaged a week in advance of sailing. For further particulars apply to

GEO. E. SMALLEY, Agent, Central Wharf, Boston.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamp.

Whitcomb & Co., Providence, R. I.

THE INDISPENSABLE BICYCLIST'S HANDBOOK. 11-illustrated descriptions of 350 different varieties of Bicycles. 400 illustrations. Price 50c., postpaid.

Send price, lettering, and state gold or silver for any

CLUB PINS & BADGES,

You may want, and receive by return mail

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Perfect satisfaction always guaranteed.

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3 Winter Street, Boston, Mass.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents.

THE TRICYCLE IN RELATION TO HEALTH AND RECREATION. By B. W. Richardson, M.D., F. R. S. By mail, 30 cents.

SPECIAL.

All Advertisements in this Department 20 cents a line.

ONE HUNDRED BICYCLES, SAFETIES, TRICYCLES AND TANDEMS at a sacrifice to make room for this year's stock. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$160, were \$185. New and second-hand Experts, Victors, Rudges, Maids, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler Tricycles from \$30 to \$125. Rudger Meteor and Beeston Humber Tandems from \$65 to \$160. Discount to dealers. Write for List, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humber. L. H. JOHNSON, Orange, N. J.

STARS—New and Second hand. Sundries and parts in stock. Bicycles and light machines repaired promptly. JOHN. T. STARR, Coldwater, Mich.

EXPERIENCED BICYCLE MACHINIST would like to make arrangements with some firm. J. MAHER, 182 5th street, Jersey City, N. J.

CYCLISTS' RECORD BOOK. Better than ever—always the best. The only pocket record book in which a complete record of rider can be kept with very little labor. Leather, pocket and pencil loop. 50c. C. D. BATCHELDER, Sanford, Me.

BICYCLES AND TRICYCLES—Second hand. Many good as new. Large assortment. Reasonable prices. Only the best makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Baggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old models taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

MIDGET! Self-Inking Rubber Stamps, containing your name and address, sent post-paid for 50 cents each, or three for \$1.25. Novelty Pen and Pencil Stamps, 25 cts. each. Agents wanted. Send 5 cts. for illustrated catalogue. Address, J. K. BOAK, Le Roy, N. Y. (Mention this paper.)

BICYCLES. Everything in new and second hand. JOHN WILKINSON CO., 55 State St., Chicago, Ill. Send stamp for list.

Patented Dec. 21, 1886. **CARTER'S Foot Rest,** FOR THE STAR, For Easy Coasting.

Price, \$1.00. Send to HOWARD A. SMITH & CO., Oraton Hall, Newark, N. J. Bundle Carriers, Tire Tape Standard Gloves, Z. & S. Stocking Supporters, Lantern Hangers, Lighting and Lubricating Oils, Newark Enamel, Standard Rubber Cement, Tire Cement, Spoke Grips, Newark Shoes, Belts, Stocking with linen sole, Caps, and in fact anything in the sundry line.

THE NATIONAL A HIGH GRADE BICYCLE.

A. G. SPALDING & BROS. BICYCLE UNIFORMS



COATS.

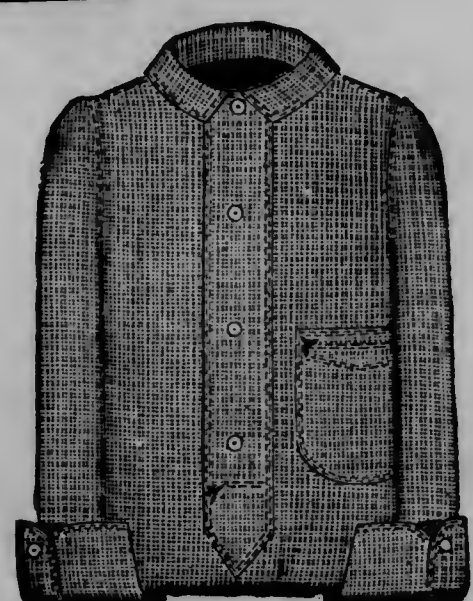
- A Grade—Made to order of Special Bicycle Cloth, in Gray, Black and Navy Blue, best quality.....\$15
B Grade—Made to order of good quality Cloth, Gray, Black and Navy Blue.....
C Grade—Made to order of heavy Flannel, Gray, Black and Navy Blue.....



KNEE PANT

- A Grade.....
B Grade.....
C Grade.....

Send for samples of Uniform Material.



SHIRTS.

- A Grade—Made to order of extra fine imported Flannel, best in the market.....\$5.00
B Grade—Made of fine imported Flannel.....3.50
C Grade—Made of imported Flannel.....2.50

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- No. 00. Extra heavy nickel buckle.....50
No. 1. Leather mounted.....40
No. 2. Best leather mounted.....50
No. 4. Leather mounted, cotton web.....25

BICYCLE SHOES.

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Spalding's Catalogue of Summer Sports and Athletic Uniforms Free.

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BICYCLE HOSE.

- No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....\$2.50



- No. 00. New Linen Sole Bicycle Stocking. A new and specially valuable addition to the cyclist's comfort. It is a handsome ribbed stocking, made in all colors, and the feet are made of the finest linen, which is almost as soft and pliable as silk. The advantages of this stocking (which is covered by a strong patent) are of course very evident, namely, having a splendid serviceable leg, and keeping the feet cool and comfortable. Price per pair.....\$1.25

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No. 1. Plain Wool Bicycle Hose.....1.00

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Lord Bury, President N. C. U.—“I have very great pleasure in saying that your “ROVER” is a very perfect machine.”
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THE “ROVER” continues to merit my warmest confidence.—Health.



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Connecticut Road Book,
BY
Charles G. Huntington,
Now Ready.

This work contains the most comprehensive county road maps of CONNECTICUT and WESTCHESTER CO., N. Y., ever issued in pocket form, showing every road open to public travel, with all reported cycling roads clearly designated and classified according to quality and grade.

These maps are on heavy bond paper, folding in book form into a handsome leather cover, made in pocket-book style, with flap.

Twenty-four pages of reading matter include chapters on Connecticut Roads in general; Connecticut Road Law; Through Routes; Hotels; Index to Maps, etc.

BY MAIL, \$1.50.

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HARTFORD, - - - - - CONN.
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For Gold Pins of the Official Design, send direct to
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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Phillard's, 680 Broadway; G. R. Bidwell's, 313 West 5th St.; in Philadelphia by the Hart Cycle Co., 81 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

ANKLE ACTION

(See L. A. W. Bulletin Feb. 24th) is learned the easiest and best on the EUREKA HOME TRAINER AND BICYCLE STAND. Price \$7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

Correspondence solicited.
M. A. WOODBURY,
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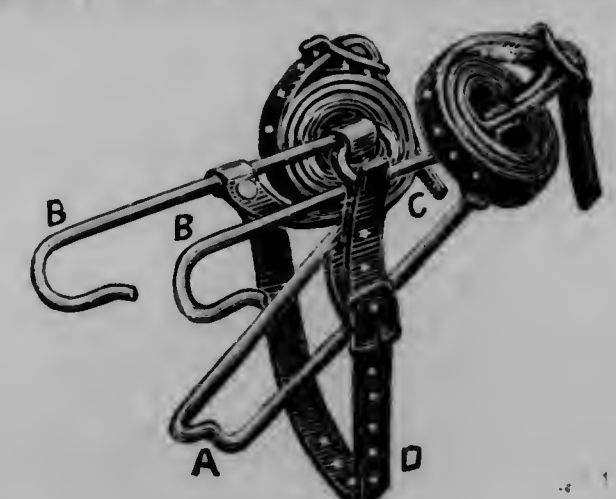
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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

“A” Bracket rests on brake spoon. “B” “B,” Hooks over handle bars. “C,” Straps. “D,” Passes under brake spoon. Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Discount to the trade.

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249 Woodward avenue, Detroit, Mich.

THE NATIONAL A HIGH GRADE BICYCLE.

SAFETY INDISPENSABLE. By Henry Sturme. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. “For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements.” 25 cents.

• • • It is the handsonest, the lightest; it is of the highest grade of steel; all the parts are drop-forged or cold rolled; there is not a casting about it; the steering-head is cylindrical, slightly tapered, and of new design; it has the strongest handle bar, attached in the simplest way; the felloes are all cold drawn seamless steel, recognized as the strongest and the most rigid; a positive locking device for steering-head set screw; tubular rear forks; and the improved Kirkpatrick saddle; it will carry any size and weight of rider over any kind of road, and do it for years, and then bring two-thirds of its price second hand. It is a genuine light roadster built for business.

IT IS THE COLUMBIA LIGHT ROADSTER.



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A LARGE INVOICE OF THESE
Famous Machines,
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Rudge • Light • Roadster,

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IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 18 MAY, 1888.

Volume XVII.
Number 3.

ALL THE WAY

"From Manchester to the Pump!"



They had a Road Race out at St. Louis the other day, and the result in one respect, at least, was quite what should have been expected. That is, the first two men in—they both started from scratch, by the way—rode



Victor Bicycles



They are hard riders, those St. Louis boys, and this is what makes St. Louis such a "Victor town"—they must have the strongest machines because they ARE hard riders, they must have the best hill climbers, because that's where the hills live, they WILL have the lightest running machines because they are intelligent riders, and know things. Victors take the road races. Send for catalog, if you don't know all about them.

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FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. **Cash must accompany the order.**

BARGAIN. 45-inch Special Star; cost \$160; brand new; pattern 1888; ball bearing, full nickel, except spokes and rims; two brakes, Lakin cyclometer, cricket saddle, double bell, fine stand, foot rest, nut locks, B. Corry extra tool bag, lock and chain, &c. Sell for \$120. LANCASTER, 920 Walnut street, Philadelphia, Pa.

FOR SALE.—Two 54-inch, 1887 pattern, Expert Columbias; spade handles and Kirkpatrick saddle; \$85 each. One 56-inch American Challenge, ball bearings, \$55, and one 56-inch Victor Roadster, \$60. All of these machines are guaranteed to be in perfect order. A. C. PHILLIPS, No. 200 East 4th st., Wilmington, Del.

FOR SALE.—Club Tandem; balls all around; convertible; in fine condition. Price \$130. Apply Room No. 14, 32 Penbenton sq., Boston.

FOR SALE.—50-inch New Rapid and 58-inch Victor; will sell cheap. ROBT. MOORE, P. O. Box 240, Philadelphia, Pa.

FOR SALE.—36-inch Challenge Safety Bicycle, ball bearings, nearly new; has been ridden only ten miles; will sell cheap. Box 75, Antrim, N. H.

FOR SALE.—One New American Light Champion Bicycle; balls all around, nickel and enamel finish; 50-inch; cost \$120, will sell on approval at \$90. Reasons for selling, want a safety. Address R. S. NEVLING, Clearfield, Pa.

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FOR SALE.—52-inch Victor Light Roadster, pattern of 1887; not ridden over 300 miles; first-class condition. \$100 cash. A. B. REID, Clarion, Pa.

BICYCLE MACHINIST DISENGAGED; age 25; has had ten years' experience in England and this country on instructing, estimating on repairs, repairing, &c. Good references, and well known among the leading wheelmen of Brooklyn and New York. Address BICYCLE, 182 5th street, Jersey City, N. J.

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QUADRANT TRICYCLE.—Latest pattern, front steerer, light and in perfect order. One of the best Quadrants ever imported. Price \$115. A complete photo, outfit thrown in. Address N., care Bi. World office.

LOOK. A Rudge convertible sociable; balls all around. Cost \$260. In good shape, for \$90. C. T. SWITZER, Philipsburg, Pa.

BARGAIN.—48-inch Star, 1885 pattern; cow-horn bars, spade handles. \$60 takes it. Address R. W. S., care Geo. D. Hazard, Room 83, Equitable Building.

\$110. New Mail, brand new; never ridden. We cannot duplicate this wheel, and we shall never have another such bargain. CYCLE SUPPLY CO., 3 Berkeley street, Boston.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

FOR SALE.—58-inch Expert Columbia Bicycle, full nickel cow-horn bars, double grip handles, balls all around; machine only one year old, good as new, hardly worn except the tires; price, \$95.00. Will ship with privilege of examination. Address, Box 548, Columbia, Pa. Reason for selling, machine too large.

FOR SALE.—A genuine Humber Tandem; convertible; bought of L. H. Johnson of Orange, N. J.; condition excellent. Also a Butcher's best hub cyclometer, and excellent tricycle lantern, fitted to the tandem. Rear seat for 54-inch rider. Address League Number 101, P. O. Box 33, Jamaica Plain, Mass.

FOR SALE at half-price, a full nickel Special Star, 51-inch; first-class condition. Write to A. M. WELCH, Bainbridge, N. Y.

56-INCH EXPERT. pattern 1885, "D" finish, all ball bearings, cow horn handle-bars, grip handles, with King of the Road nickeled hub lamp, Church cyclometer and bell, all in good condition. Price for all, \$90. Address Rev. SYLVANUS STALL, Lancaster, Pa.

WANTED.—42-inch Pony Star, in good condition. F. A. TREADWELL, Box 650, Albany, N. Y.

FOR SALE.—Excellent Safety Bicycle; used only part of a season; ball bearings; folding handle-bar. Price very low. Apply, J. S. F., 955 Main street, Cambridge, Mass.

To the Editor Bicycling World:

There's an advertisement in the last issue of your journal that says Wanamaker & Brown make the best regulation uniforms for Bicyclers. Who are Wanamaker & Brown?

Inquire in Philadelphia.

Inquire in Chicago.

Inquire in St. Louis.

Inquire in Pittsburg.

Inquire in Louisville.

Inquire in Washington.

Inquire of some of our 600 agents.

We do the largest retail clothing business in the country. We have only one plank in our platform: Reliable Clothing at the Least Prices.

How else could we have got the largest business? The fact speaks for the shrewdness of the American people and our fairness.

Isn't Uniform Clothing a little harder to make?

It couldn't be harder to make bicycling uniforms than railroad uniforms, military uniforms, band uniforms. Ask the largest and best companies in the country how Wanamaker & Brown do their work? Not a branch of our business is doubling itself faster than that of uniform making.

Besides, the National Association says we make the Best Bicycling Uniform. They gave the contract for goodness and doing it for less money.

Send your orders along.

WANAMAKER & BROWN,
Philadelphia.

Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our

Jersey-Fitting Garments

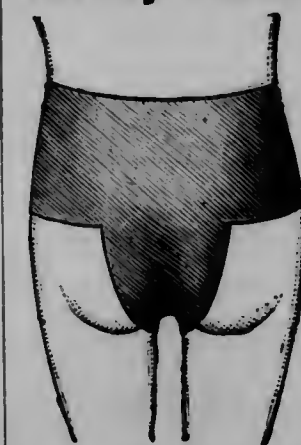
Each Garment in above cut we make in three different qualities.

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HOLMES & CO.,
17 Kingston St., Boston, Mass.

Please mention this paper.

Jersey-Fitting Underwear Co.



Jersey-Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

MANUFACTURED BY THE
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THE W. C. B. JOCK STRAP.

This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong.

It prevents an ungraceful appearance when the wearer is dressed in tights, or in close-fitting pants.

It does not bind or cramp the person at any point, and can be worn all the time with comfort; in fact, the wearer does not feel it.

It can be washed when necessary without becoming stiff and harsh.

The net is made of pure silk, and is properly shaped to hold the parts in a comfortable position close to the body.

All the straps are elastic; no buckles are used; it may be worn next the skin.

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W. C. BOAK,

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Discount to the trade. Mention this paper.

Race Meeting

—OF THE—

Long Island Wheelmen

—AT—

Brooklyn Athletic Club Track,

De Kalb and Classon Avenues, Brooklyn,

—ON—

SATURDAY, June 2d, at 3.30 P. M.

Events:

1. One mile novice.
2. One mile club handicap.
3. One mile handicap—open.
4. Two mile L. A. W. National Championship.
5. Two mile club championship.
6. Two mile team race—three men each team.
7. Three mile handicap—open.
8. One mile consolation.

Gold medal to first, silver medal to second—except in team race. Prize, silk banner to team, and gold medal to first man.

Entrance fee 50c. \$2 for Club Team.

Entries close with LOUIS H. WISE, at L. I. W. Club House, Brooklyn, Saturday, May 26.



E. C. MORRIS & CO., - - BOSTON.

BY

Charles G. Huntington,

Now Ready.

This work contains the most comprehensive county road maps of CONNECTICUT and WESTCHESTER CO., N. Y., ever issued in pocket form, showing every road open to public travel, with all reported cycling roads clearly designated and classified according to quality and grade.

These maps are on heavy bond paper, folding in book form into a handsome leather cover, made in pocket-book style, with flap.

Twenty-four pages of reading matter include chapters on Connecticut Roads in general; Connecticut Road Law; Through Routes; Hotels; Index to Maps, etc.

BY MAIL, \$1.50.

Conn. Members of the L. A. W., \$1.00.

Address

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HARTFORD, - - CONN.

Connecticut members of the L. A. W. in ordering should send their L. A. W. number.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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(See L. A. W. Bulletin Feb. 24th) is learned the easiest and best on the EUREKA HOME TRAINER AND BICYCLE STAND. Price \$7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

Correspondence solicited.

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E. C. MORRIS & COMPANY,
FIRE PROOF SAFES.

(FORMERLY THE MORRIS AND IRELAND SAFE)

The only Eight-Flange Safe in the world made with

Solid Welded Angle Iron Frames
Front and Back.

Patent hinged cap, our wheel locks, inside iron linings and solid angle corners.

OVER 70,000 NOW IN DAILY USE.

These celebrated Safes had the champion record in the great Chicago, Boston, Haverhill and Eastport fires.

Before giving your order to any other concern, send for prices and descriptive catalogue.

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& CO.
Clothiers.

Suits for Wheelmen.

Attention is called to our large assortment of Norfolk and Bicycle Jackets and Pants, manufactured from Serges, Blue Flannels, Corduroys in Brown and Drab, Homespun, and other all-wool materials that possess durable wearing qualities.

Every garment sold in our establishment is manufactured by us, in our own work shops, and particular attention is given to workmanship and style.

Norfolk & Bicycle Jackets

\$4, \$5, \$6 and \$8.

Bicycle Pants,

\$4 and \$5.

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FOR 1888.

YOST & McCUNE PATENTS.



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SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps



The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Triggwell Ball Head Year!

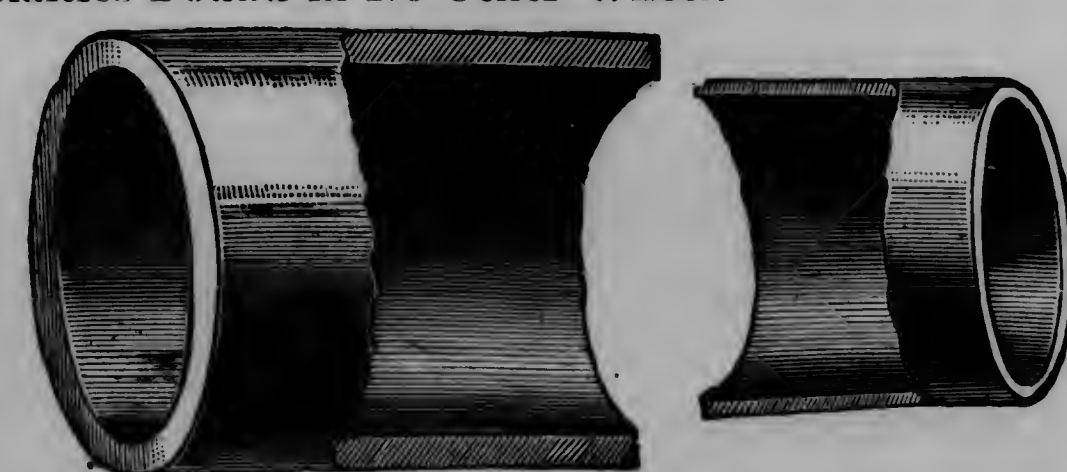
NEW MAIL.

Specialties Found in No Other Wheel.



Triggwell Ball Head.

1000 miles without oiling
or adjusting. Perfect Rigid-
ity and ease of steering.
Greatest of modern im-
provements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest
strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam
outside.
Thickened
Metal
at Bottom.

To find out what the New
Mail is read the Testimonials
of many of the leading and
hardest riders in the country
contained in our Catalogue.
Send for it before selecting
your mount, it don't cost any-
thing to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



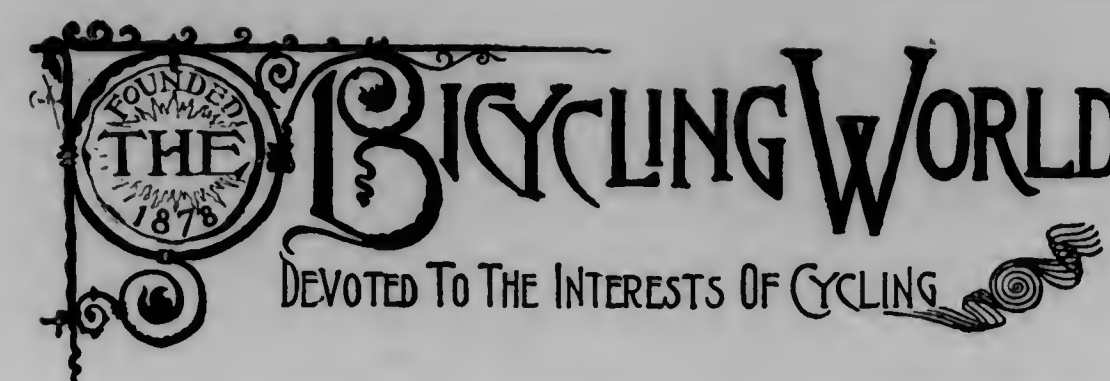
No. 2.

No. 1 cut shows the \$75 Springfield Roadster which retails for \$75, with plain
and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the \$100 ball bearing Wheel, with spade handles, cow horn
shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the
beauty of the ordinary Wheel,
with absolutely safety qualities,
not to be overlooked by those
who anticipate riding, and appre-
ciated by all old riders.

CATALOGUE FREE.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.
Copy for new advertisements must be handed in by Tuesday morning, to insure
their being inserted in the current week's issue. CHANGES must be in hand no
later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr.
Hazard as above.

All checks and postals for advertising or subscriptions must be made to the
order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD
AND L. A. W. BULLETIN is more than the total circulation of the
other weekly and monthly cycling periodicals combined, published
in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 18 MAY, 1888.

WE print elsewhere an appeal from Mr. A. G. Fisher, of New
Haven, Conn., for aid to carry through the scheme of a cycle
path from New Haven to New York, and we hope that the idea will
take concrete form, that in the near future we may have the pleas-
ure of chronicling its success. Mr. Fisher calls for aid from New
York and Bridgeport. Will the riders of these two cities please
respond?

OUR good friend of the *Bicycling News* is more than ever con-
fident that Rowe and his claimed records are not as have been
represented. We suppose there is no law preventing *Bi. News*
from expressing an opinion. We have from time to time tried to
show our British cousins how entirely wrong they were in the
attitude they persist in maintaining that the officials and principals
in those great achievements were either knaves or fools. All the
talk in Christendom, we are afraid, will not change the position of
the *News* on this question. Statements from what we consider
reliable source seem to have no effect, *News* simply turns round
and tells us in so many words that we lie, or that we are fools.
These are not charges that we relish. The fact that Rowe has been
so easily disposed of by Howell is no argument that the Springfield
records are bogus. It is very seldom that records are broken in a
race, all these performances being done with only Father Time as a
competitor. We must admit that *Bi. News* has treated all the visit-
ing Americans with consideration and courtesy, but on the matter
of these Springfield records the *News* is unreasonable and insulting.

JUST about four weeks from the date of this issue the Baltimore
meet will be in full blast. We are pleased to notice that the in-
dications point to a very large gathering. Certainly the Baltimore
cyclists deserve to have the affair a success, they have given their
time to it, and not only their time but they have put their hands
down deep into their pockets, and furnished the wherewithal to
pay for the entertainment of their visitors. From this time on, the
readers should scan the news columns and the Official column of
this paper, for the information of those contemplating a trip
to Baltimore. It certainly should not be missed by any member
who can make it convenient to go. We hope the Transportation
Committee, and in fact all the committees will make it their busi-
ness to give us all the facts and information at their command.
Next issue we shall devote much space to Baltimore, and what is
to be seen there.

IOWA L. A. W. DIVISION MEET.

On the 29th and 30th of May the Iowa Division will hold their
annual meet. Below we give the programme:

Tuesday, May 29. Morning—Arrivals; afternoon, Board meet-
ing and special runs; evening, lantern parade; banquet.

Wednesday, May 30. 8.30 A. M., street parade; 9.30 A. M., run
to Waterloo (7 miles) return for dinner; 2.00 P. M., races; evening,
general good time, as may be suggested.

Races—Half mile race, best two in three—First prize, pair Vic-
tor pedals, given by the Overman Wheel Co., Boston; second prize,
Lillibridge Saddle, given by the G. & J. Mfg. Co., Chicago. One
mile race, best two in three—First prize, Lakin cyclometer, given
by the Pope Mfg. Co., Boston; second prize, nickled Champion
lamp, given by G. & J. Mfg. Co., Chicago. Two mile race, one
heat—First prize, Excelsior cyclometer, given by G. & J. Mfg. Co.,
Chicago; second prize, enameled lamp. Half mile race for Cedar
Falls Wheelmen—First prize, Butcher hub cyclometer, given by
Springfield Roadster Co.; second prize, pair of spade handles. All
entries must be in before 12 o'clock Wednesday. Hotel rates \$1.50
per day, (regular rates \$2.00.) at Commercial and Burr's Hotels.
One and one-third fare on all railroads in the state, subject to con-
ditions as follows:

The passenger pays full fare on going to the meet, and secures a
certificate at same time from the railroad agents. This certificate,
on being signed by the proper official at the meet, becomes
authority for sale of return ticket of same road at one-third fare.
When several lines are traversed by the cyclist, he must get
a separate certificate from agent of each separate road.

CYCLERS, ATTENTION.

THE PROPOSED PATH FROM NEW HAVEN TO NEW YORK.

It gives us great pleasure to give space to the following letter
and appeal from Mr. A. G. Fisher of New Haven, setting forth the
proposed scheme of a cinder path from New Haven to New York
City. He writes: "We have progressed as follows—we have
started a subscription paper, and mean business; so, if the con-
struction of such a path is a possibility, we shall have the path. I have
been in correspondence with the builders of the only paths of this
character in the country, Mr. Copeland of Binghamton, N. Y.,
and Mr. Ford of Holyoke, Mass. They both think the plan feasi-
ble, and though they both live in other states, they generously
contribute toward the venture, an example I hope others will follow
no matter what section of the country they may live in."

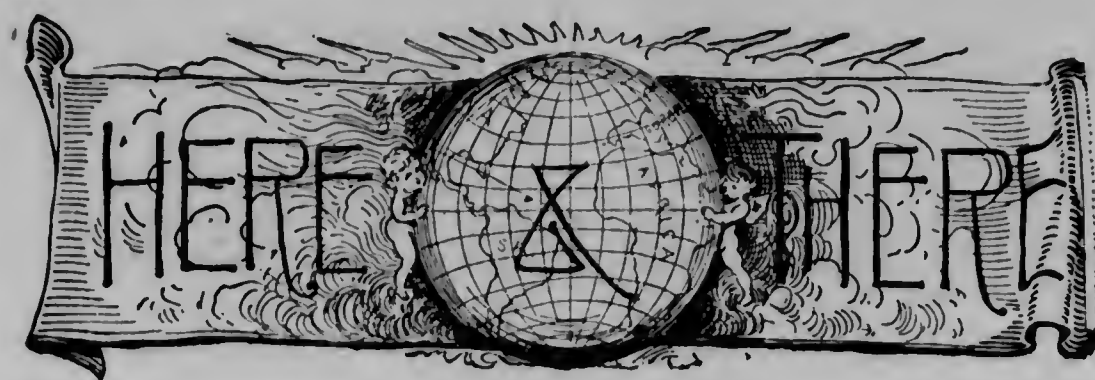
We propose to build the path three feet wide on the highway, and
to be near the fence. We shall only build such a path where the
road is not good. The average cost per mile for building will be
about \$50, with \$25 additional per mile for cinder dressing. We ear-
nestly appeal to all wheelmen, and especially those of Connecticut
and New York City to put their names on our subscription paper.
All who desire to help along the good cause by substantial aid of
money, and all who desire further information should address me
as below. We want to hear from some good men at the New York
City end, who will take hold of the scheme in that city and work it.
A good round sum ought to be raised there, as it would open up a
country for seventy miles in a direction that is now practically
closed to them. We also want help from Bridgeport, Conn. Will
some wheelmen please volunteer to take hold there?

Yours truly,

A. G. FISHER,

27 Lyon street, New Haven, Conn.

[Will Mr. Fisher please keep us posted as to expected route,
amounts of subscription, places where he needs help, etc., as we
wish to do all we can to further this scheme.—Ed.]



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PITTSBURG and VICINITY.

"DUQUESNE."

ALL wheelmen will regret to learn that Tony Newell's road-house on Forbes street has been turned over to a club, and the general public have to forego the pleasure of sampling "Tony's" good things.

THE *East End Bulletin* has started its wheel column again, and those who wish to get all the local news in a nut shell, should not fail to take it.

Go down in your pocket for the benefit of the new cycling and Athletic Association. Even if you do not race give for the good of the sport in general.

WOULD like to see some good men come out of the East and participate in the New Castle races. An elegant four-lap track and good prizes are scarce. Come out every one, and partake of New Castle's hospitality.

AT the present rate of progression the new bicycle track will not be completed before mid-summer. The trouble is that two or three men have all the work on their shoulders, and the rest stand round and look at them. Every one should give it a lift.

THE inane vaporings of a common place mediocrity do not reply to facts. L. A. W. 8261 now takes up the cudgel for Mr. Collin. The whole question is, did I make a misstatement when I said that he bent his pedal pins? In answer I would again say that he did, and it can be proved by men who were with him when it happened.

WOULD like to see Banker and Schwartz come together in a one-mile race. Each man thinks he can knock the other out in one round, and I'll back the pair to do more blowing than any two men of their size in the country. If the New Castle boys would get up a special race for the two, to be run off at their July 4 race meet, I think they would both enter; neither could very well back out, after talking so much.

THE *East End Bulletin* says: "'Duquesne,' in the BICYCLING WORLD last week, chronicles the fact of W. D. Banker riding Hazelwood hill with one dismount, as a remarkable feat. As will be seen by reference to last week's *Bulletin*, Wilbur Wright frequently climbs the hill in question, and does not consider it anything of a pull, either." In reply, would say that I did not "chronicle it as a remarkable feat," but merely gave publicity to Banker's claim, which was that he could ride the hill and that it was tough.

AWAY down in Sewickley they tell of a new rider who is a phenomenon. It is said that as he came down the big Sewickley creek hill a small colored boy caught the coiled saddle-spring and swung himself on to the step, whereupon the novice pulled out the throttle and carried the boy to the foot of sand hill (three miles) at such speed that he could not get off. It must truly have been a soul-barrowing scene to have watched the novice sweep majestically down Fair Oaks hill at such a gait, with the blanched face of the terrified Ethiopian peeping over his shoulder.

LONG ISLAND NOTES.

"WING-FOOT."

THE management of the Queens Athletic Club offers one gold, one silver and one bronze medal for the best and second and third best records for one mile, made on their track, on any Saturday from May 2nd to June 16th, inclusive, between three o'clock and sunset; open to all amateurs; trials unlimited; L. A. W. rules.

Why don't the New York City Clubs send in some names for our great century run June 16th?

THE Kings County Wheelmen will hold a race meet on the 23d of June at the grounds of the B. A. A.

THE death is announced, on the 9th inst., of Mr. A. T. Powell, formerly First Lieutenant of the L. I. W.

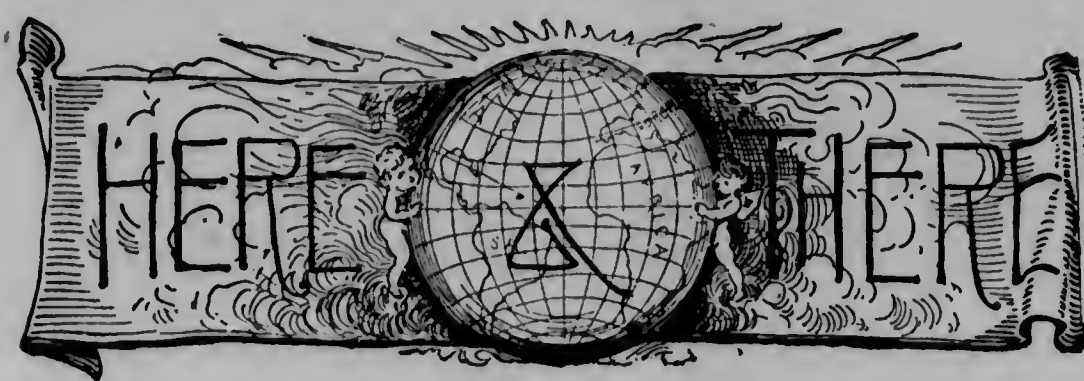
A ONE-MILE bicycle race is down as one of the events at the coming athletic meeting of the Brooklyn Athletic Association, May 23d.

MR. E. H. CORSON, editor of the *Star Advocate*, was the first to send his name as a recruit, outside the original seventeen clubs, in the great century run.

THE Kings County Wheelmen's team for the interstate road race on Decoration Day will be, T. J. Hall, Jr., H. J. Hall, Jr., L. Wilson and W. C. Marion. Substitutes, Valentine and Morehead.

THE great amateur athletic meeting of the Rockaway Hunt Club takes place Saturday afternoon, the 12th, at their grounds at Cedarhurst, L. I. All the well-known amateurs about New York are entered as competitors, and although there are no bicycle races, there will, no doubt, be a large attendance of wheelmen, as the roads to the course are A1. Cedarhurst is reached by way of the Hempstead turnpike, turning South at Onderdonk's Corners, to the town of Laurence.

THE twenty-mile road race of the Brooklyn Bicycle Club was run off on the Irvington-Milburn course, on Saturday afternoon last. There were 5 starters—Schoefer, Waters, Borland, Todd and Spelman, and they finished in the order named. Schoefer finished with a good lead, with Waters and Borland close together. Time, 1h. 16 min. The prizes, in addition to giving the two leaders places on the club on Decoration Day, were a gold medal to the first and a silver medal to the second.



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THE *East End Bulletin* has started its wheel column again, and those who wish to get all the local news in a nut shell, should not fail to take it.

Go down in your pocket for the benefit of the new cycling and Athletic Association. Even if you do not race give for the good of the sport in general.

WOULD like to see some good men come out of the East and participate in the New Castle races. An elegant four-lap track and good prizes are scarce. Come out every one, and partake of New Castle's hospitality.

AT the present rate of progression the new bicycle track will not be completed before mid-summer. The trouble is that two or three men have all the work on their shoulders, and the rest stand round and look at them. Every one should give it a lift.

THE inane vaporings of a common place mediocrity do not reply to facts. L. A. W. 8261 now takes up the cudgel for Mr. Coffin. The whole question is, did I make a misstatement when I said that he bent his pedal pins? In answer I would again say that he did, and it can be proved by men who were with him when it happened.

WOULD like to see Banker and Schwartz come together in a one-mile race. Each man thinks he can knock the other out in one round, and I'll back the pair to do more blowing than any two men of their size in the country. If the New Castle boys would get up a special race for the two, to be run off at their July 4 race meet, I think they would both enter; neither could very well back out, after talking so much.

THE *East End Bulletin* says: "'Duquesne,' in the BICYCLING WORLD last week, chronicles the fact of W. D. Banker riding Hazelwood hill with one dismount, as a remarkable feat. As will be seen by reference to last week's *Bulletin*, Wilbur Wright frequently climbs the hill in question, and does not consider it anything of a pull, either." In reply, would say that I did not "chronicle it as a remarkable feat," but merely gave publicity to Banker's claim, which was that he could ride the hill and that it was tough.

AWAY down in Sewickley they tell of a new rider who is a phenomenon. It is said that as he came down the big Sewickley creek hill a small colored boy caught the coiled saddle-spring and swung himself on to the step, whereupon the novice pulled out the throttle and carried the boy to the foot of sand hill (three miles) at such speed that he could not get off. It must truly have been a soul-harrowing scene to have watched the novice sweep majestically down Fair Oaks hill at such a gait, with the blanched face of the terrified Ethiopian peeping over his shoulder.

LONG ISLAND NOTES.

"WING-FOOT."

THE management of the Queens Athletic Club offers one gold, one silver and one bronze medal for the best and second and third best records for one mile, made on their track, on any Saturday from May

2nd to June 16th, inclusive, between three o'clock and sunset; open to all amateurs; trials unlimited; L. A. W. rules.

WHY don't the New York City Clubs send in some names for our great century run June 16th?

THE Kings County Wheelmen will hold a race meet on the 23d of June at the grounds of the B. A. A.

THE death is announced, on the 9th inst., of Mr. A. T. Powell, formerly First Lieutenant of the L. I. W.

A ONE-MILE bicycle race is down as one of the events at the coming athletic meeting of the Brooklyn Athletic Association, May 23d.

MR. E. H. CORSON, editor of the *Star Advocate*, was the first to send his name as a recruit, outside the original seventeen clubs, in the great century run.

THE Kings County Wheelmen's team for the interstate road race on Decoration Day will be, T. J. Hall, Jr., H. J. Hall, Jr., L. Wilson and W. C. Marion. Substitutes, Valentine and Morehead.

THE great amateur athletic meeting of the Rockaway Hunt Club takes place Saturday afternoon, the 12th, at their grounds at Cedarhurst, L. I. All the well-known amateurs about New York are entered as competitors, and although there are no bicycle races, there will, no doubt, be a large attendance of wheelmen, as the roads to the course are A1. Cedarhurst is reached by way of the Hempstead turnpike, turning South at Onderdonk's Corners, to the town of Laurence.

THE twenty-mile road race of the Brooklyn Bicycle Club was run off on the Irvington-Milburn course, on Saturday afternoon last. There were 5 starters—Schoefer, Waters, Borland, Todd and Spelman, and they finished in the order named. Schoefer finished with a good lead, with Waters and Borland close together. Time, 1h. 16 min. The prizes, in addition to giving the two leaders places on the club on Decoration Day, were a gold medal to the first and a silver medal to the second.

THE race meeting of the Long Island Wheelmen will be held on the afternoon of Saturday, June 2nd, at the grounds of the Brooklyn Athletic Association. The list of events includes a one-mile novice, open; one-mile handicap, open; two-mile team, open, three men; two-mile L. A. W. national championship; three-mile handicap, open; one-mile club handicap; two-mile Long Island Wheelmen club championship; and a one-mile consolation race. Entries, fifty cents per man, to L. H. Wise, 1281 Bedford avenue, Brooklyn. See advertisement.

NEW ENGLAND.

THE Waltham (Mass.) cyclers are breaking through the crust and coming out to bask in the warm sunshine of a late spring. A. W. Hale, of that town, has challenged Victor Keuhne, of the same place, for a twenty-mile race for \$50 a side. The Waltham Ramblers will hold some road races on Decoration Day; a 12 1-2-mile, a 5-mile, and a race once round the "McCurdy course." Anyone desiring to compete can communicate with M. H. Gilbert, H. Duddleton, Jr., or U. E. Sawyer, all of Waltham.

THE Cambridge (Mass.) Club have just completed a new wheel-room.

MERIDEN WHEEL CLUB are perfecting arrangements to hold a race meeting this season.

THE Cambridgeport Bicycle Club will attend the Massachusetts Division Meet in a body.

THE Hyde Park Ramblers are lonely; they would like to have that return shoot with the Warren Wheel Club.

THE roads between Middletown and Hartford, Conn., are in a very bad condition owing to the recent heavy rains.

THE Springfield Club celebrated its seventh anniversary last week Tuesday. Ducker has gone alas, but the club still lives.

LYNN says: "W. A. Rowe working in a shoe factory all winter, Dick Howell training on the path." That is "how it happened."

THE Northampton (Mass.) Wheel Club have extended an invitation to the Greenfield Club to visit them and dine with them at the "Norwood."

NEXT Sunday, the 20th, the Cambridgeport Club will hold their first century run of the season. Providence will be the turning objective point.

THE Cambridge Club desire to form a base ball nine, and will meet any other ambitious wheel club nine on the diamond in a friendly whacking match.

MR. and MRS. F. M. Linnell, of Roxbury, sail for England on the Umbria from New York on the 26th. They will make a tandem tour in England and on the continent.

THE Hyde Park Ramblers would like to play some bicycle club a game of base ball at the meet, Decoration Day, the Dorchester preferred. Address, P. O. Box 1045, Hyde Park, Mass.

THE Middletown (Conn.) wheel club held their second annual dinner at the McDonough House, Middletown, May 1st. Preceding the dinner, the annual meeting and election took place.

THE Jamaica Plain (Mass.) Cycle Club desire to foster an interest in club runs, and so it offers a medal to the member who attends the largest number of club runs during the coming season.

THE Providence party to visit Boston next week, will be the guests of Capt. Kendall of the Boston Club. Capt. Kendall will also be a guest of the Providence party—an exchange of courtesies!

THE Connecticut Division of the L. A. W. is probably not suffering from any misgivings as to the success of its road book venture. More than half the first edition was sold within three days after it was placed on the market, and a second edition was ordered within a week.

MEMORIAL DAY will be celebrated by the Cambridge Club in a tally-ho run to Blue Hill, Milton. Active on cycles, non-riders on the coach. A great many of the Cambridge Club men will, however, attend the Massachusetts Division meet at Riverside, L. A. W. Vice President Hayes being a member of that club.

WHEN the North Shore tourists were in Salem last fall, they spent an evening at the theatre and saw a play that was dramatized from Rider Haggard's "Dawn." The same play written and produced by a string company, will be produced at the Hollis Street Theatre, on Monday, May 28, and Manager Atkinson has invited the tourists to attend, a privilege which nearly all will avail themselves of.

PROVIDENCE (R. I.) wheelmen will visit this city next Monday. They will "rail it" to Hyde Park, there take wheel and do the suburbs of Dedham, Waltham and the Newtons. Dinner at the Clarendon on Tremont street; theatre party in the evening, and then home on the 11 P. M. train. Providence always does these kind of trips up brown.

THE Cambridgeport (Mass.) Club men cannot be called "butterflies," a little rain, more or less, does not deter them from starting on a club run if it has been called. After the tremendous rain of a week ago one would think that their Sunday run would have been abandoned. Not a bit of it, the few good and true started, and they aver that after the city limits were passed and country roads were reached the roads were fine, and we take their word for it.

WHAT a pleasant way to go to Baltimore by water! Yes, for New England members we cannot conceive of a nicer way to go; no dust, no heat, and no seasickness(???). Never mind if you are a bit off your feed for a day or so, it will do you good, and you can get even on lost meals when you arrive at Baltimore. All of the above is a sort of an introduction to the fact that the Merchants and Miners Transportation steamers will carry you to and from Baltimore at reduced rates. See their advertisement on page 57.

THE route for the New Haven (Conn.) Bicycle Club's five-mile road race on Memorial Day will be over the East Haven and Morris Cove roads, and will extend from the boundary post beyond the Four Corners to the East Haven church, thence by the cross road to the Forbes house, and up the Cove road to the Four Corners. The finish will be near the Woodward schoolhouse. Several entries have been made, the date of the closing of entries being May 19.

MR. GEORGE B. THAYER, of Hartford, Conn., the gentleman who wrote "Pedal and Path," a book giving his experience of how he crossed the Continent and back on a bicycle, will sail for Europe June 9th. Two members of the Connecticut Club will accompany him. They will do Great Britain and then cross the Channel and wheel it over France, Germany and Switzerland. We wish we could join that party. Mr. Thayer is just the sort of a man we should like to tour with.

LAST Saturday we had our plans all fixed for a good day's outing, and a nice, light semi-racing trike was impatiently waiting for us to "mount and away." Alas, Jupiter Pluvius put a stop to our sweet schemes. Ye shades! how it *did* rain. Our mind involuntarily turned to the probabilities of the want of an ark, and we began to wonder for how long a time we could swim. We are pleased to say a second deluge has been averted, and old Sol comes out smiling and warm to cheer our dampened ardor.

THE Hartford (Conn.) Wheel Club met last week and decided on the advisability of holding a tournament next fall. It is impossible now to say whether the tournament shall be for one or two days, as the dates of the Charter Oak Association's fall races are yet undetermined, and it is desired to follow these dates as closely as possible. From present indications, however, the dates may be September 12 and 13. Among the attractions will be the one-mile professional championship of America. If desired, the club may name three State championship races, viz., one mile, two miles and five miles. At least one of these events will occur, and possibly all.

NEWS

AND COMMENT.

THE Irish *Cyclist and Athlete* seems to think we ought to be "sorry we spoke" and named W. A. Rowe as a winner over Howell. Why, forsooth should we be sorry? We backed him because we believed in him, and because we had a pride in our own man. We are sorry he is beaten but we are not "sorry we spoke." We think these series of races have proved that some men can ride like demons vs. time, but when they meet men of flesh, blood and pluck, whom they fear, the speed oozes right out of them. We are charitable enough to hope that Rowe will still regain his lost prestige when he regains his form.

As a whole, the British press is very fair with Rowe in treating on his recent defeats.

WE hope Rowe will show up to the front in his coming race with English on June 2d, at North Shields, England.

THE cycling map of Westchester Co., in the Connecticut Road Book will be of great practical value to New Yorkers, and also to New Englanders touring towards the Metropolis.

A WRITER informs us that the safety boom has struck Springfield, Ill., as fully 75 per cent. of the wheels sold are of the rear driving type.

IMPORTANT TO Every American Rider and Dealer.

NOTICE.

79 FRANKLIN ST., BOSTON, }
February 15, 1887. }

Gentlemen—We are advised that the machines known as "American Champion" Bicycles infringe certain letters-patent of ours, and as they are both made and sold without license from us, we have commenced suits against the makers.

We beg to notify you that the sale or use of said Bicycles by any other party is ALSO infringement, and that we shall take such legal proceedings as we may be advised by our counsel to take for the protection of our rights and the suppression of infringements, wherever such infringements occur.

Yours truly,

THE POPE MFG. CO.

This circular was issued for the purpose of intimidating riders from buying our machines, and agents from selling them.

We now beg to inform riders and dealers that there is NO DANGER, as Judges Gresham and Blodgett, of the United States Circuit Court for the Northern District of Illinois on April 30, 1888, decreed that NONE of the goods manufactured by us infringed ANY of their patents. We might further say that all our machines are manufactured under our own letters-patent, which have not yet been proved invalid.

Now that the horizon is clear so far as we are concerned, we shall be happy to furnish our entire line at short notice, as we are working over time and can do so. Our handsomely illustrated 64-page catalogue mailed on application.

Respectfully submitted,

Gormully & Jeffery Mfg. Co.

CHICAGO, ILL.

THE MARLBORO CLUB Tandem.

The Swift
SAFETY.

Send for Catalogue.

THE COVENTRY MACHINISTS CO., Ltd., 239 Columbus Ave.,
BOSTON, MASS.



SINGER CYCLES

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

- "APOLLO LIGHT ROADSTER." 50-inch, \$130.
Highest grade Wheel made; Ball Head; Spade Handles; Detachable Bar.
- "CHALLENGE" ROADSTER. 50-inch, \$100.
The best machine ever built for the money, including Spade Handles and Detachable Bar.
- "CHALLENGE" ROADSTER NO. 2. 50-inch, \$75.
A thoroughly good roadster bicycle, with coned rubber pedals.
- THE "SINGER" SAFETY. \$135.
Fast; safe; a great hill climber and coaster.
- "MINIATURE" SAFETY. \$60.
For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; adjustable coned bearings.
- "MINIATURE" TRICYCLE. \$70.
30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.

THE MOST Popular Tandem MADE.

THE MARLBORO CLUB Tricycle.

Send for Catalogue.

THE Racing Board have awarded the half-mile National Championship to the Newcastle, (Pa.) club to be decided at their race meeting on July 4th.

HALSTED and Wells, of the Philadelphia (Pa.) Club, have invested in a racing tandem, on which they propose to show the way to the fast double men this season.

THE Veloce Club, of Bordeaux, France, will hold an exhibition of cycles and accessories, to last one week, from May 26 to June 4th. We believe this is the first thing of the kind ever attempted in France.

NEW YORKERS are much surprised at the defeat of Halsted by Schwartz, of Reading, Pa., at the meeting in Wilmington held last week Thursday. The time, 3.06 1-2, does not indicate that it was a "cut-loose" race.

PHILADELPHIANS are happy over the fact that a fine Telford pavement is to be built from their city to Media, Delaware County. Bids for the work have already been awarded, and the work will be pushed to the utmost.

OUR manufacturers may not have to go to England for their steel tubing hereafter, as we understand that a firm backed by New England capital has started a factory in Findley, O., to produce steel tubing under the Kellogg patents. The concern will have a capital of \$4,000,000.

THE mileage of the New York Bicycle Club foots up 6668 since the 1st. of January to 1st. May. The total mileage for month of April is 4220 miles. M. M. Marshall stands at the head for April, with a record of 644 miles for that month. Edel Genovese has ridden 1000 since the 1st. January.

JOHN A. WELLS has been doing some good work on Ford's Hill. He having broken the record and climbed that eminence 6 times without a dismount. This feat ought to raise his climbing abilities in the eyes of Mr. Greenwood. Will Mr. Wells please give us the grade and length of Ford's Hill?

THE first bicycle road race ever held in Southern California took place Saturday, April 28. The route was from Pasadena to Monrovia and return, a distance of 18 miles. The race was won by C. H. Andrews on an Expert, in the fair time of 1h. 15min. Mr. A. L. Atkins officiated as one of the judges.

THE country between Portland, Ore., and San Francisco, Cal., a distance of some 700 miles, is about to be traversed on bicycles for the first time, by Messrs. W. W. Daniel and D. Cushman, of Tacoma. They go via Mount Shasta, through a section unsurpassed for beautiful and wild scenery.

THE Lancaster, Pa., Bicycle Club will hold the races Saturday, June 9th. The programme is a good one, and includes the 1-2 mile Pa. Div. L. A. W. championship. Entrees close June 6. Entry fee 50 cents, returnable to starters. Address, C. H. Obrieter, Sec., Lancaster, Pa. Wheelmen are cordially invited.

DICK HOWELL is put down by an exchange as being in his 25th year. Our reference book states he was born March 18, 1868. We think both are wrong. Certainly Howell is over 21 years of age, and we think he is over thirty. Our record book should probably read he was born March 18, 1858. Will some English paper please give us correct age?

J. FRED. MIDGELEY, of the Springfield Bicycle Co., met with a nasty accident at Wilmington the other day. A hammer used by the athletes in throwing, was picked up by a careless man, and in throwing it, it hit Midgeley on the shoulder, causing a most painful bruise, cracking the shoulder bone, and of course, spoiling his chances in the races that were to follow next day.

THE *Scottish Cyclist* gets back at us hard on the "Lines on W. A. Rowe," published in a late issue of the *WORLD*. We quote part of the reply:

"Since th' above few lines were written,
Billy Rowe,
By Dick you again have been smitten;
It's no go.

After all the brag and bluster,
If more pace you cannot muster,
Why we'll back our fillbuster,
'Lummie,' 'gainst Rowe."

It is well to explain that "Lummie" above alluded to is Lumsden, the Scotch professional champion.

THE interference case of Jeffery vs. Copeland, No. 12,250, was decided on the 5th inst. in favor of Copeland. This was one case in the series of the suits between the Pope Manufacturing Company and Gormully & Jeffery, where the latter tried to break down the

former's Copeland patent on a double steering head adjustment for bicycles, and is of considerable importance as sustaining that patent."—*Herald*.

THE GORMULLY & JEFFERY MFG. CO, CHICAGO, ILL.

Gentlemen—After considerable delay, the four 1888 Light Champions arrived all O. K. (four beauties). The customers are delighted. The two 50-inch machines were severely tested yesterday over thirty-three miles of the roughest roads imaginable; they were simply fearful. One continuous bump from the time we left our paved streets until we arrived on the paved streets of Springfield, our destination point. However, not a spoke, screw or nut became loose during the entire journey. Yours truly,

(Signed)
Jacksonville, Ill., April 30, 1888.

McDONALD Bros.

"JACK" DISCOURSES ON THE RIPLEY ROAD, "THE ANGEL," AND BICYCLES AND TANDEM FOR LADIES.

I HAVE been the recipient of much kindness on the Ripley Road, where I spent about a week pottering about the places of interest. The Angel at Thames Ditton is a very fine old specimen of the old roadside inn, and the hostess, Mrs. Ayres, is as kind and attentive as any woman could be. And the cooking! Why, man, its immense. Good plain food, and lots of it; and to sit down in the little parlor on a Sunday afternoon, and see the fellows dropping in. Good old Larette on his Olympia (which, by the way, he can move) and Mr. and Mrs. Smith on their Invincible tandem, on which they made their records; Harry Swindley, of the *Cyclist*, and Charley Liles and Freddy Cooper, with his dog trotting behind him; then there's Nairn, and Dr. Turner, and Gossett, and Ion Poole, and Langridge, the "butterfly" rider of the North Road Club, and that humorous "cuss," Tommy Moore, always thirsty and smiling, and a dozen or two well-known Ripley Road characters who turn up between the houses nearly every Sunday. And then there's a pretty girl at the "Angel," that seems as good as she's pretty.

Then ten miles down (or up) the road at Ripley the good old sign of the "Anchor" is seen, with Harriet, the hostess, smiling welcome through the little window. Harriet and Ann Dibble remind me very much of the description of Libbie Shiels in Hogg's "*Noctes Ambrosianae*." The same good-natured faces and kindly attention; Harriet, good soul, is beloved by every wheelman that comes along, and no wonder. The ceiling in the "Anchor" is so low that it is perfectly easy to write your name on it in any place. In one of the parlors, a little red room, is a splendid old fire-place with a chimney seat. On the drapey some wag has, with large brass tacks, ticked out the date "1066," which, of course, is

A MOST ARTISTIC LIE.

but the oak beams in the roof look as if the house was not much under 300 years old. The "Angel" and the "Anchor" are very "wet" places, but a man does not need to make a brewery or a distillery out of himself unless he's built that way.

One night at the "Anchor" I never shall forget. I had retired for the night and was dreaming the happy hours away, when I was awakened from slumber, and two weird figures in *dishabille* came tramping into the room bearing a picture of Little Red Riding Hood. They were laughing in a most extravagant fashion, and asked me if I had ever seen the picture before. A pretty question at one in the morning. Then they let the picture fly, glass and all. Well, you wake a man up and he is naturally very cross, but to be carressed with a glass picture is more than human nature could stand. They made a very rapid exit, and I shut my door and put a chair against it, and sat on the chair. Suddenly down the passage way again comes the foe, this time bearing a large tin sponge-bath, which they thump with much vigor. This they use as a battering ram. Then angry words from my side of the door, and great peals of hideous laughter from the outside; more noise of tin and cat calls. A commercial traveller in an adjoining room was nearly frightened to death, as he thought murder most foul was being perpetrated. All this in the "wee sma' hours." At last, poor

HARRIET, IN SCANT RAIMENT,

comes down the passage and routs the enemy, who flee, leaving the large tin bath behind, and the passage strewn with clothing. One of the attacking party was over fifty, and the other was a young fellow learning farming—both C. T. C. men. Such another night? Not any. Then apologies in the morning *ad nauseum*.

I had the pleasure of seeing a lady in company with a gentleman

on a tandem safety on the Ely Road a few days ago. Notwithstanding a very deep seated prejudice on my part to seeing a woman seated on a two-wheeler, I must, in all honesty, confess that there was nothing unwomanly in the attitude. On the contrary, she looked very graceful, and they were going at twelve-miles-an-hour pace, with apparently but little exertion. Of course, the hoodlum element would be very much taken with the novelty of a woman on two wheels, and would be apt to make the remarks which characterize the cad who is never pleased unless he airs his ignorance in a tone of voice sufficiently loud to be heard by the subject of his criticism.

I have felt this very acutely when out on a tandem with a lady friend. You cannot say anything to the cads because there is a woman in your charge, and the discussions which would most naturally follow, would be of a nature hardly calculated to elevate, and the cads know this fact only too well. The Crippler tandems seem to be a failure. I think that a trailing tandem is always preferable; but a Crippler single, *always*, with the seat well back from the work, *not over it*.

THE GREATEST MISTAKE I KNOW OF

and which is persisted in to a wonderful extent, is putting a seat directly over the work. You never saw a rider of any consequence who did not sit with his seat well back, on any type of machine. You see in a tandem the great difficulty is to distribute the weights properly. And I have an idea that it is much easier to trail a wheel (in tandems) than to push it. Try your finger on the table; you will find that you can trail it much easier than push it. Well, if there's anything in this idea, then probably the same holds good in regard to wheels.

I've got something good in pedals (for safeties), and when I come back to the States I'm going to surprise you. It is not quite my own idea, but then—

A FEW NOTES TRADEWISE.

We took a flying trip among the Boston trade the other day, and gathered in a few points as to the trade and what they were doing. The first place we struck was

THE POPE MFG. CO.,

and so at No. 79 Franklin street we went right up into the sales-room and there found Mr. Lienhard. He was engaged with a customer at first, so we amused ourselves by inspecting the new Surprise tricycle. We have in a former number described this machine in full, and so now what we need in order to give an intelligent opinion is a trial on the road; we were promised this favor at an early date. It looks as if it would propel easy, and if the steering and steadiness prove all that is claimed for it, it should be a successful machine. The Veloce safety has been already delivered to the tune of some 300, and orders still coming. In the 1888 pattern of light roadster the firm have aimed to embody the combined good points of the direct and tangent spoke systems. They claim they have done this, and from our limited mechanical knowledge, we should think they had succeeded admirably. An adjustable step is also a new feature. To remove the trouble arising from the loosening of the set screws of the head, a new system of duplex set screws and interlocking washers has been introduced, practical use has proved that the device is a success. The sale of tandems is good, and in fact the sale of all their large line is in advance of any season in the history of this pioneer and staunch American house. The capacity for production is large, yet the demand treads close on the heels of supply.

From there we travelled for No. 9 Cornhill, to see the

SPRINGFIELD RI. MFG. CO.,

and the first man we saw there was Mr. Worden, who had just returned from a trip through New England. He starts for Maine next week, and will keep "a-going" till he strikes the Canada line. We learned from Mr. Worden that he had captured the "Union Hill" (Springfield, Mass.) record, having climbed that eminence five times without a dismount, and he wasn't fixed for it, either, as he wore a "plug" hat, an overcoat and long trousers, and for three ascents he carried an enormous cane. The "best previous" was made by that "little demon," Harradon. It is unnecessary to say that this feat places the Springfield Roadster "way up" as a hill climber. A few words with Mr. Yost as to the general run of business, brought forth the remark that their resources were tested to the utmost in order to meet the demand for their wheels. We then tripped along over to

WM. READ & SONS.

We did not find Mr. Read, as that gentleman was up on Beacon Hill, looking after the interests of the Commonwealth. We found

Atwell and Porter, and we made the former dance an exaggerated Highland fling by stating that we "wanted an Ivel right away." "We have a large consignment on the way," said Mr. A., "but alas it will not fill our orders that we now have, and goodness knows when we *shall* catch up." "How's the New Mail?" we asked. "O. K.," said Mr. Atwell, "we are shipping fast, but, thank goodness, we can fill orders on that wheel, though our sales are crowding our producing capacity pretty close." Just then Mr. Porter came up stairs with a hand full of new orders for Ivels and Mails, and so we left and headed for

THE OVERMAN CO.

There we found Mr. Theo. Rothe in charge of the salesroom, and we had a very pleasant chat on the sport in general and the trade of the Overman Co. in particular. It was the same old story here. "Cannot get safeties quick enough!" and even while this sad fact was echoing in our ear two men came in to see if they could get safeties. Mr. Will Overman came to the rescue, and said that if urging, telegraphing and working at the factory day and night would accomplish anything, then something would be accomplished. This is a fact that the factory at Chicopee Falls is whanging away day and night trying to catch up "with the procession" of orders ahead. It is only a step from here to

THE COVENTRY MACHINISTS' CO.,

and so on we went. It is always a pleasure to step into the Coventry store as everything is so ship-shape and nicely kept. A splendid stock of bicycles, tricycles, both double and single greets the eye. Mr. Stevens, the United States manager, came out of his office and we at once began to pump him as to trade. Never since the Coventry Machinists' Co. has been in this country has trade been so good and especially is the demand for safeties (the same old story) and tricycles been rushing. Mr. Stevens was even then superintending the shipment of one order for ten Marlboro' Club tricycles. Mr. Hill is in Western New York, and he is booming business for the "Coventry Machinists'" goods in a way they were never before boomed. We were shown the new four-bearing tandem, and a very handsome machine it appeared to be. We were also promised a ride on one of their *special light* Marlboro' tricycles, our impressions of which we shall give. We then stepped into No. 243 to see how

MURRAY AND GORMULLY & JEFFERY

were progressing. Mr. Murray was out of town, but the young man in charge stated that they had disposed of every Light Champion that they had, but that he was hourly expecting notice that a large invoice was waiting for them at the depot. "Our sales have increased greatly since we opened on the avenue, and as soon as we get machines fast enough we will have a splendid trade. We also have quite a number of enquiries for the Rambler rear-driving safety, a shipment of which we hope to get in a few days." So said the salesman, and he further said that the business of hiring promised to be excellent, "if we can only get some good weather." We then made tracks for W. B. Everett & Co. to find out what the

SINGER PEOPLE

had to say. "Come down stairs, and I will show you our enameling oven," said Mr. Ross. We demurred as we had vivid recollections of a certain explosion that took place there last winter. However, we summoned up courage and went down. It is a very inoffensive looking apparatus, but it came near "doing for" Messrs. Ross and Butcher. The oven was full of parts to be baked, and we saw some of the work done which is second to none other. Here again we ran across the oft-told tale of shortage on safeties. "We ordered," said Mr. Ross, "in the winter the same number of safeties that we disposed of last season. At this early time, we have not only disposed of as many as during all last season, but we have sold nearly 200 additional. The demand for these wheels is phenomenal. The demand for Apollo bicycles is larger this year by 50 per cent. than it was last; we have never seen such a time, and the future looks just as fair and bright." The stock sold by the home firm since February is over 3000 cycles, but they are able to keep up with the demand on account of large facilities. Large consignments are weekly being received in this country. We had a look at the new S. S. S. tandem, particulars of which appear in another place. We had a few words with Mr. Butcher, of the

BUTCHER CYCLOMETER CO.,

he, however, had nothing to add to what we printed last week.

ALL within your reach—a Springfield Roadster and a Fish adjustable saddle with tool bag equipped, for \$75. Safe against headers, thus making coasting a pleasure, hills easily climbed, long distances without fatigue, in fact more for your money than ever offered by any one; investigate for yourself. **

IN JERSEY CITY.

"ORATION HALL." What rider in Newark does not know of this spot. Over four thousand novices have been "turned out" from this famous cycling land mark. On the corner we see the sign Howard A. Smith & Co., and on entering the store we find a large stock of cycles and cycles sundries of every description. Every available inch is utilized, and even we find the ceiling covered with hanging machines. That urbane looking gentleman in the back office, wearing glasses (the gentleman and not the office wears the glasses) is Howard A. Smith, and if he can't "let us in" on all "points" of the trade, no one can.

Mr. Smith is in a communicative mood to-day, and tells us that business is picking up at a lively rate. He has orders for all kind of mounts, to be delivered between now and the first of June. The firm has taken the agency for the Springfield Roadster and the machine is attracting great attention. Speaking of the so-called "safety craze" Mr. Smith said he could not understand where the "craze" came in. "Why," said he, "I don't have two inquiries a week for anything in the 'safety' line." He of course refers to the rear-driving "safety." On the matter of sundries Mr. Smith says that he is doing a slashing trade. He has about two thousand agents handling his goods. An especially big run has been made on his "Standard" glove, made from genuine "buck," reinforced, and fastened across the back of the wrist. Adhesive tire tape is so well-known as an essential accessory as to need no recommendation. In the matter of stocking supporters your readers will be able to choose from a large assortment described on page 62, of this issue.

The "Standard" lubricating oil is selling well. The "Newark" enamel is rapidly coming to the front, and is not only used for cycles but is becoming a "household necessity." The best "anti-come-lose" in the market is undoubtedly the "Standard Rubber Cement, put up by this firm. For mending cuts in tires, splicing where it is necessary to reduce the size, and for plugging.

A handy tool is the "Spoke Grip" made and sold by this firm. It fits any size spoke, and, being made from drop steel forging, will last a lifetime. The "Newark" shoe, is the result of three years' experimenting with all kinds of foot-wear, on all kind of machines and roads, in all kinds of weather. It is hand-sewed, carefully lasted, and the stock the finest.

The "Boston" cap is a great favorite, and was originally placed on the market by this firm, and it has been copied by almost every house in the trade. The "Newark" cap is another great favorite, and orders are being received faster than they can be filled. The "Jersey Coat" sold by this firm, is made with a neat-fitting collar, and side pockets, it bears a close resemblance to the regulation cut coat. Mr. Smith states that the firm has secured the sole United States agency for the "Suspensory Pocket Attachment," for riding pants. This pocket does away entirely with the old style suspensory, which those who have worn the suspensory bandage for either comfort or necessity will greatly appreciate. The parts are supported with ease and comfort, without strain, and are carried naturally to one side, out of the way in riding, walking or in gymnasium practice. It isolates the parts from the person and thus avoids sweating and chafing from the movements in walking or riding. There are many points of excellence which will present themselves to the wearer. If a garment with this attachment is once worn, it will not be discarded. The pocket is put in any of the bicycle pants made by the firm at an additional price of 25 cents.

ROAD BOOK OF CONNECTICUT.

THROUGH the courtesy of Mr. C. G. Huntington, the compiler, we have received a copy of this road book. We can say without reserve that the book is really the only practical road book of a complete State ever gotten out. It is a bold departure from the ordinary method of guiding riders by printed directions. It directs the cyclist through the much more satisfactory medium of maps. These maps are drawn to a scale of two and one-half inches to the mile, showing with all ordinary geographical features, every road open to travel; the best available routes are marked in red ink, and the condition and grade of these roads are designated by figures and Roman numerals. Mr. C. G. Huntington, the compiler, has been two years accumulating data in order to present this book for the use of cyclists and horsemen. It should be seen to be appreciated, and we cannot conceive how any rider in Connecticut and New England can afford to be without a copy. We not only predict for this invaluable book a big sale among cyclists, but we think it will be bought and accepted as standard by the public at large. The price to L. A. W. members, \$1.00, is ridiculously low considering the work, and the price, \$1.50, to the general public ought to insure it a wide sale. As a model road book, we commend the Connecticut Road Book to all those contemplating a venture in this direction. For further information we refer to our advertising columns, and also to Mr. D. J. Post, Drawer 11, Hartford, Conn.

FROM BUFFALO ABOUT THE TOURNAMENT.

THE committee appointed to meet Mr. Ducker at the grounds of the International Fair Association, in regard to the building of the new cycle track to be used for the grand international tournament, have met and made arrangements. The work will be begun at once, and it is hoped to have same completed by June 10. The present judges' stand will be torn down and a new one built in its place, only fifty feet further back to allow of the bicycle track coming in between the trotting track and the judge's stand. The track will be built on a dead level, and a half mile in circumference; the ends will be a complete circle of 600 feet in diameter, while the back stretch will be an oval and the home stretch a straight, thus forming what will be, without a doubt, the best track in the world. The width of the track will be fifty feet on the home stretch, and twenty on the back. Buffalo not containing any suitable gravel to build it with, it is proposed to get the gravel out on the line of the Central road some twenty-six miles. The Fair Management say that they want the best or none at all, so there will be nothing left undone to make it the best. A steam roller will be used to roll the track, and a horse will not be allowed on it, or anything that will hurt it for fast racing. Mr. Ducker calculates that it will be nearly five seconds faster than Springfield, on account of its being on a dead level, and setting the fence back from the curb six feet will inspire confidence in the men, who will not fear a fall. Now, if the men who have wanted racing and the racing men themselves only come forward, this will be, without a doubt a grand affair, and one that will set Buffalo ahead of Springfield. Mr. Ducker informs us that the correspondence even now is very large, and shows that there is a great deal of pent up enthusiasm to be let loose the coming season. It is further hoped that the cycle exhibit will largely exceed that only successful one that America has ever held, the one at Boston in 1885, and to that end it behooves the dealers to be getting into shape, as the fair people expect not less than 300,000 visitors. Here is a chance that our dealers cannot afford to lose. The charge for space to them will be nominal, and those wishing any information on this point are advised to write Mr. Ducker at Buffalo, who has guaranteed to see that the bicycle manufacturers and dealers have a show in the grand exhibition. Should the grounds be in shape and the fences built so that a meeting could be held, there will, in all probability, be a "Pony Tournament" held on the Fourth of July. The fences are now all down, and some 600 men at work on the grounds getting them in shape. The buildings are going up as fast as human ingenuity will allow.

WASHINGTON LADIES' CYCLE CLUB.

I TRUST a few notes chronicling the doings of the lady cyclists' of Washington will be of interest to your readers, and so I venture to send the following. We have been rather quiet as far as road riding is concerned on account of the horrible condition of the roads and the uncertain weather.

The first week after the blizzard, however, we ventured out on the road, but after riding some three or four miles out of the city we were glad to turn our face homeward, as we found snow still remaining on the cross roads, one of which we took for a short cut. The riders, both "tandem," with a lady on the front, and the "ladies' bicycle" rode over most of these roads, though they were both soft and rough, the lady on the "tandem" never making a dismount, much to the delight of the lady herself and the chagrin of the other feminine riders of the party. Notwithstanding our experiences we arrived home much pleased with our "first road ride of the season," though our shoes and garments showed some traces of walking and evidences of District mud.

Last week two of our members on bicycles took a ride to the Soldiers' Home, all through the beautiful grounds and out into the surrounding country, covering in all some nine or ten miles. Several of our novices after taking in short distances, such as Arlington Heights and other places, ventured out to the famous "Cabin John Bridge" over roads covered for the most part with new metal. It would have been next to impossible for a lady to have ridden a tricycle, as we had to ride single file for miles in just a beaten track not more than ten or twelve inches wide; the other part of the road being so loose and rough as to compel a dismount when we had to cross it. With all the little difficulties this trip was pronounced the jolliest and most pleasant the participants had ever experienced. The distance covered was some twenty miles in all, and the ladies declared they were not as tired as one hour's tricycling would make them, even on our concrete streets.

Our Ladies' Bicycle Club is making good progress, and the riding school is thronged with the fair enthusiastic riders, both day and evening, and we are gaining new recruits daily, having many converts from the tricycle amongst them.

Even with the thermometer up in the nineties, the club's enthu-

siasts took another famous run, accompanied by ex-Captain Smith and his two brothers, to the Great Falls of the Potomac, scoring in this run, records for the W. C. C. lady riders, and also for the "Bicycles," as the roads were but little improved since our opening trip over part of them to the Bridge last week, from the Bridge to the Falls the roads were covered either with loose stone or sand, but all hands rode pluckily through. At a point about two miles beyond the Bridge we stopped near a pretty brook and partook of an excellent lunch, that the ladies had wisely provided to meet the extra demands on our appetites, which their road experience has taught them, would be made before we reached our destination. The viands having been demolished, and after enjoying the delicious breeze from the river for an hour or more, we resumed our ride, arriving at the Great Falls at 3 P. M. Cooling drinks, ablution and brushings soon made us feel comfortable, and then we crossed the rustic bridge to see the famous Falls, the roar of which we had heard some time before our eyes had discovered the same. A magnificent view of the Falls was obtained from the crest of a rock, and it was some time before we could tear ourselves away even though we knew that mine host had prepared an excellent dinner for us. We, however, found that hunger was stronger than the love of nature, and so we returned to the hotel and did justice to the meal. At five o'clock the order was given to mount and start for home, having some eighteen miles to ride. We crossed the lock in the canal and rode about a mile down the tow-path, passing other locks, and then came to the one we had to re-cross. This part of the trip we would have been compelled to omit if we had tricyclists in our party. This route led us through the most beautiful and picturesque part of our journey, though it compelled some walking to be done, we were well repaid. After reaching the road again, which we did at about six o'clock, we made good headway, stopping only at the several springs for a refreshing drink. We passed over "Cabin John's Bridge" at a rattling pace and made our return journey in three hours and twenty-five minutes, including all stops, which we think was very good time, considering the state of the roads, and the fact of having been out in the sun all day. We made in all some thirty-six miles, and were not so very tired considering the heat of the day and the small amount of road practice we have been able to get this season thus far. We were passed on the road by a party of the Capitol Club, and we afterwards saw the same party at the Falls. They seemed to be agreeably surprised to see us accomplish the task of such a ride over these roads of ours. Alas, if we could only boast of the roads as some of our Eastern friends do, you would hear from us oftener, and with greater results.

Fraternally, 18123.

WHAT SHALL WE WEAR?

Editor Bicycling World:—I am aware that it is not strictly following scriptural teachings to heed what we wear, but still I imagine this injunction merely applies to those whose thoughts run on raiment of fine linen. To the cyclist of the nineteenth century, I think that the question of what to wear is one of the greatest and most important and yet it is one that is comparatively thought little of by the average rider, little or no care is taken as to what character of garments covers his person so long as his machine has ball bearings and all the latest fittings and fads. This is all very well and very commendable, but if the cyclist of this country would only know that the very heart, the very key note and pith of personal comfort and health was embodied in one little word, there would be less sickness caused by careless dressing, overheating—and a hundred-fold more comfort. What is that word? Well, it is Wool. If the rider would really know what comfort is, let him eschew any garment that has a thread of cotton about it. Let the linings of the fabrics that cover him, from head to foot, be composed of Wool. Don't compromise by having the shirt, coat and knee breeches wool, and then destroy the effect by having these garments lined with linen or cotton, but in having your riding suit made, insist that all linings be also of a light woolen fabric. I know whereof I speak as I have had experience. I shall not go into these details at present until I know whether you consider this general hint worth printing. I am an enthusiast on this subject of wool, and I only hope that these few words may convert even one or two to seriously consider my advice before they order their summer riding suit.

LAMB'S WOOL.

[We are glad to hear from such as our correspondent, "Lamb's Wool." We know his theory is correct. We shall be pleased to hear from him again, and from others on this important subject.—Ed.]

Two rows of balls on each of its bearings, cow-horn shaped handle-bars, spade handles, single spring, Fish adjustable saddle, nickel trimmings, all for the moderate price of \$100. Our motto—ride and let ride SPRINGFIELD ROADSTER 1888. **

HE WANTS HANDICAPS.

Editor Bicycling World:—Your paper has always been an advocate for some sort of reform in the method of running bicycle races so that the races would be more interesting. I do hope that Mr. Gerry Jones, our new Racing Board Secretary, will seriously turn his attention to this most important question. The latter part of the coming season promises to be one of particularly lively character in the racing world, and I, for one, should be very glad to see some method inaugurated and carried out that would make it possible to render loafing a thing of the past.

I must say I am in favor of handicapping, but this method, I admit, possesses great difficulty in getting at proper and satisfactory awards. In cases where races are "open to all," the system of handicapping only, would provide for the entrance of the fastest and slowest riders, giving the hare and the tortoise an equal chance. Heretofore there has been no possible inducement for me to enter a race with men of the Crist-Rich calibre, as my very best mile is only something under 2.48, but if I felt I could get a fair handicap on those men I would only be too glad to have a go at them. I know there are dozens who feel just as I do. They want a fair show with the "cracks," they do not want to be shoved off into the "flub" races, and yet that is all we moderately fast men have a chance in. It seems to me a system for handicapping could be inaugurated, whereby the entry should be accompanied by a statement (an affidavit, perhaps) giving the best time made in practice and in a race for the distance entered for. This statement or affidavit to be furnished to the management giving the race, and also at the same time a copy to be sent to the Chairman of the Racing Board, who should keep a perfect record of these for reference. This is my idea in rough, now, won't somebody complete and make further suggestions? I and many others want to see more handicap races than heretofore. This method will let in fellows like myself, who can sign themselves, "2M. 488."

PHILADELPHIA AND WILMINGTON RACES.

The threatening and rainy weather of Friday and Saturday had a very dampening effect on the races on Saturday afternoon, the 14th inst. At the spring races of the Athletic Association of the University of Pennsylvania, on the University grounds, Keen won the two-mile handicap bicycle race, in 7.47 1/2, with Fuller second. Keen was the scratch man. The two-mile bicycle race at the West Philadelphia grounds of the Y. M. C. A. was a fizzle, owing to the terrible condition of the track. W. W. Taxis gave up after making a mile, and the race was given to E. I. Halsted, of the Harlem Wheelmen. No time was taken. There were four contestants in the one-mile race at Swarthmore, in which Speakman pulled first, with Lightfoot second. Time, 3.19 1/5. This was Speakman's first public contest, and his time is 11 1/5 seconds below the previous Swarthmore record. He also won the two-mile bicycle, beating Mode, last year's champion, in 7.05 1/5, reducing the college record by 36 1/5 seconds. The races under the auspices of the Warren Athletic Club, at Wilmington, on the 10th inst., were a great success. The surprise of the meet was Halsted's defeat by Schwartz, of Reading, in the one-mile open; time, 3.06 1/2. Halsted was put down as a winner for this. Merrihew won both one and two mile handicaps, beating McDonald in the former, time, 3.27 1/5, and Dauphin in the latter, time, 7.34. The most important incident of the games was the breaking of the record for throwing the 16-pound hammer, by W. L. Condon, of North East, Md. Captain Fleming is desirous of hearing from the various members of the committee on the hill-climbing contest, for the medal offered by Kirk Brown, as soon as possible, in order that definite arrangements may be made for date, place and entries. The hill-climbing fever rages fiercely here, and for the while all of our riders are practicing on perpendicular exercises. Philadelphia, May 14, 1888. "ARIEL."

THE GREAT CENTURY.

NEW YORK TO PHILADELPHIA, JUNE 16, 1888.

IMPORTANT.—The time for ordering the silver mementos is extended to June 1st. Pederson is preparing the design, and it will be furnished only to those sending in the necessary cash to the Secretary by that date, and at least fifty must order them to warrant their manufacture. The price will be one dollar, or less, but has not been decided exactly. For the purpose of equalizing the different commands, each participant will receive a number, and where their own club officers are absent, will be assigned to the squad of one of the Captains of the original seventeen clubs who may be present. Club Secretaries are requested to send to the Secretary of the run as soon after the 11th of June as possible, complete lists of their members who will be present, weather and health permitting. The cost of the trip will depend entirely upon the individual needs and tastes of the men. The cost of the dinner at Trenton will be 75 cents. Out of town parties wishing their hotel arrangements in Newark made for them will please send word to that effect as possible to the Secretary. Newark is reached best by the D. L. and W. R. R., the Erie, or the Penn. R. R. from New York, the two former carrying wheels free. The L. A. W. hotel at Newark is the "Continental," close by the D. L. W. station, and there are several other good ones. The average pace of the run is calculated for about seven miles per hour. The start will be made as near to 4 A. M. as possible, June 16th, a short rest will be made at Plainfield, another at Summerville for rest and refreshment, and the party should arrive at Trenton about 2.30 P. M. for dinner at the Trenton House. One hour will be allowed for dinner, and the future route of the party will be decided by the state of the roads, whether to go down on the Pennsylvania side all the way, or only as far as Bristol, and then back across the river to Burlington, thence to Camden, and then by ferry to Philadelphia.

There is hardly a hill of consequence on the whole route, and as New Jersey is crossed by a network of railroads, a break-down would cause little inconvenience.

NOTICE OF CHANGE OF COMMAND.

Captain Freeman, of the Orange Wanderers, having declined the honor of the command of the run between Newark and Plainfield, I take pleasure in appointing to the vacancy thus made, Mr. L. A. Clarke, Captain of the Mercury Wheel Club, who, as Secretary of the run, is thoroughly conversant with its details. The command of the run from Trenton to Philadelphia is transferred from Captain Martin to Captain Crozer, of the Taunton Wheelmen, the latter being considered the more representative. FRANK L. C. MARTIN, Chairman. The Secretary's address is 25 Broad St., New York City.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

The interest now being taken in athletic sports throughout the country has led the Kingston Knitting Co. to cater especially to the various needs of athletes, in furnishing garments to those who appreciate good taste, comfort and durability in their outfit, and we are pleased to learn that this reliable firm are building up a fast increasing business in this specialty. Read their advertisement.

In reporting the expected reception to be given at Chicago to Clarkson and Kelly, the \$20,000 battery of the Boston Base Ball Club, the telegram says: "The Chicago Club will honor the occasion by appearing in a new uniform, the handsomest and costliest ever worn on a ball field." The uniform alluded to was made by Holmes & Co., of Boston, and was furnished by them through Messrs. Spaulding Bros., of Chicago and New York.

For the Springfield roadster bicycle, offered by the John P. Lovell Arms Company, of this city, to the New England player having the largest batting percentage, Goodwin of the Salams is ahead, with a batting average of .467.

The North Adams (Mass.) Bicycle Club have received their grey jersey uniforms from Holmes & Co., Boston. The suits are made of strong knit goods and are very elastic and durable, while the color is such that they will show dust but little. The club will also have black suits of the same material, made by the same firm, but the greys will be worn chiefly on the road. Holmes & Co. are furnishing clubs all over the country with similar uniforms. These goods are standard, and wherever worn give eminent satisfaction. The Holmes Co. are an A1 firm, reliable and trustworthy in every respect, and worthy of the confidence of bicyclers generally.

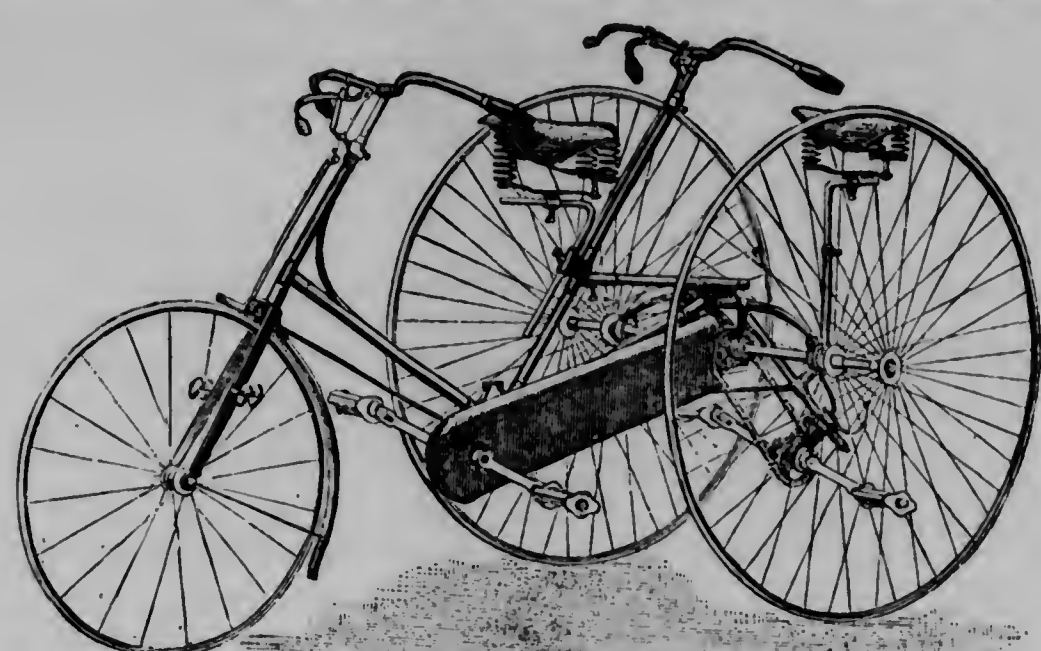


ABBOT BASSETT, Secretary-Editor.

THE Connecticut Road-Book is out, and is meeting with popular favor, not only among cyclists but among all who travel on the roads of the State. The compiler has departed from the plan of road-book generally adopted by League workers, and has produced a number of maps on which the roads are shown and described. Each county is printed on a separate sheet, the scale of these maps being 2 1/2 mile to an inch. The maps are printed on tough linen paper, and all fold neatly into a book. For the convenience of tourists along the western border of the State and in the direction of New York city, an excellent map of Westchester county, N. Y., is added. Prefaced to the maps is practical information concerning the character of roads in the State, the law of the road, sketches of routes for riding or driving, a list of hotels and an index to the maps. Charles G. Huntington, of Hartford, is the compiler, and he has had the valuable assistance of W. T. Williams, of Norwich, who personally explored 1200 miles of roads east of the Connecticut river.

Officers' Meeting.

To the Board of Officers, L. A. W.: Gentlemen—Notice is hereby given that the annual meeting of the Board of Officers will be held at Balti



THE S. S. S. TANDEM.

Above we give a cut of the latest pattern of Singers S. S. Tandem Tricycle. We examined the machine the other day, and were much impressed with its good qualities. It is a well-balanced machine, that is the front seat (on which the lady rides) is placed so well forward that there is no danger of the rear rider, no matter how heavy he may be, of tipping the front wheel up. The double steering and the double break is a grand good thing, as it enhances the safety of the machine. In some small particulars the above cut does not show the machine as it is. The front saddle post is set in a slot that allows of absolute perpendicular adjustment. The bridge that carries the four bearings is not of the last year's curved shape, it is straight. The patent axle and four bearing with two adjustment is retained. It is convertible to a single, but we cannot say that a perfect tandem ever made a perfect single. In cases of necessity, however, this is a feature that may be of value. Specifications. Size—30-inch side wheels, 7-8-inch tyres, 24-inch front wheel, 3-4-inch tyres. Speeded 52-inch (other speeding to order). Plated hubs, cranks, axle tubes, handle-bars, and fittings; remainder enamelled black.

more, Md., on Monday, June 18th, at 9 o'clock a. m. The place of meeting will be announced later.

Fraternally, T. J. KIRKPATRICK, President L. A. W. Springfield, Ohio, May 12, 1888.

Michigan Division Meeting.

The Board of Officers met April 23d in Detroit, and decided to have the annual meet at Grand Rapids, Saturday, August 11th. In view of the importance of the next meeting of the L. A. W. it was voted to send a delegate. Authority was also given the Consul to have printed at an expense of not over \$15.00 an eight-page supplement of additions and corrections to the Road-book.

The Treasurer reported all debts paid and a balance of \$14.00 on hand.

The Committee on Rights, through H. M. Snow, reported the satisfactory settlement of suits.

Fraternally, JUNIUS E. BEAL, Secretary-Treasurer Michigan Division.

Iowa Meet.

The annual spring meet of the Iowa Division will be held at Cedar Falls, Iowa, on May 20th and 30th. The programmes which are out give promise of a very enjoyable time for all who attend. The races will be run on a fine half-mile track, and the prizes should bring out a good field of riders.

An error occurs in the first prize in the one-mile race on the programme. It should read "Ritchie Magnetic Cyclometer by Pope Mung. Co." instead of "Lakin."

I trust that this may prove the largest and most enthusiastic gathering of wheelmen ever held in the State. Fraternally, ROBERT L. THOMPSON, C. C.

Kentucky Meet.

The annual meet of the Kentucky Division will be held at Covington on July 4th. ED. H. CRONINGER, C. C.

To Baltimore.

To the members of the Massachusetts Division, L. A. W.:

I have arranged the following means of transportation to the annual meet in Baltimore: I shall take charge of a party to leave Boston, Saturday, June 16th, at 6 p. m., by the Fall River Line, arriving in New York at 7.20 a. m. Transfer will then be made to Jersey City, and after breakfasting there we shall leave by the Pennsylvania railroad at 9.15, arriving in Baltimore at 2.05 p. m.

If a sufficient number join this party a special drawing-room car will be provided from Jersey City to Baltimore. The fare will be about \$17 for the round trip, including stateroom each way on the boat. As this is a special rate under a particular plan it will be neces-

sary for those intending to join this party to send me \$10.30 for their tickets, etc., to Baltimore, the balance to be paid when returning. In order to secure staterooms, etc., it will be necessary for me to be advised by June 14 by those who intend going.

Those who intend taking bicycles will please notify me, and I will arrange for their transportation free. Tricycles cannot be taken, but the Baltimore and Norfolk Steamship Company (address below) will take them by steamer, leaving June 14th, for \$2.00 each. Please let me know as soon as possible if you desire to join this party.

Another party will leave Boston by steamer on Thursday, June 14th, at 2 p. m., arriving in Baltimore Sunday at 8 a. m. Those that enjoy an ocean trip and have the time to spare, will find this a pleasant party to join. Fare to Baltimore will be \$10, including meals, stateroom and free transportation of machines. For further particulars in regard to this party apply to Geo. E. Smalley, passenger agent, Baltimore and Norfolk Steamship Company, Central wharf, Boston. Members of the L. A. W. in the other New England States are cordially invited to join either party.

Yours fraternally, H. W. HAYES, 103 State street, Boston.

Attention, Southern Wheelmen.

Members of the League of American Wheelmen from Alabama, Mississippi, Louisiana and Texas, who contemplate attending the League meet in Baltimore, Md., on June 18th, 19th and 20th will please communicate at once with me for routes, fares and other information.

A special sleeper has been engaged to leave New Orleans on the night of June 15th, reaching Cincinnati on the night of the 16th in time to connect with the special train for Baltimore.

Berths will be engaged for those who will attend, and free transportation of wheels to and from Baltimore.

Texas members will arrive in New Orleans in time to take special car, leaving on 15th; Mississippi members will meet train in Meridian on the night of the 15th, and Alabama members will take train at points along the route on the night of the 15th and morning of 16th; Louisiana members will either meet train in Meridian on night of 15th, or start from New Orleans on evening of 15th.

The Queen and Crescent route has been selected, and the fare will be from New Orleans \$28.75, and sleeper \$7.50; \$36.25 to Baltimore, and return trip, one-third fare, \$9.00, and sleeper \$7.50, making a total of the round trip from New Orleans, sleeper included, \$53.30, points along the route cheaper in proportion to their proximity to Baltimore. Address all communications to HARRY A. HODGSON, Chief Consul La. Div., Representative Transportation Committee, 13 Carondelet street, New Orleans.

Michigan Road Book.

ROAD BOOK OF MICHIGAN (Official), with 1888 Supplement. Through route from Chicago to N. Y. City.

Sectional and general maps. Consuls, hotels, repair shops and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, \$1.00. Remit to J. E. Beal, Sec., Treas., Ann Arbor, Mich.

Missouri Hotel.

The new Windsor has been designated as the League Hotel for Monroe City, Mo. Regular rates \$2.00 per day; to League members, \$1.50 per day.

W. M. BREWSTER.

Amendments.

Editor of the Bulletin:

For the purpose of setting apart the Metropolitan District around New York City as a District Division, and also to establish direct suffrage for all the elective officers of the League (two matters which I have already discussed in a previous communication to the BULLETIN, published in April) I shall, at the Constitutional Convention in Baltimore, move the following amendments to the report of the Revision Committee. Change Sec. 1 of Art. XI to read:

For the purposes of local self-government there shall be first, State Divisions, composed of members residing in the several States of the United States of America, whenever the number so residing in any State shall be one hundred or more, with the exception that the counties of New York, Westchester, Kings, Queens, Suffolk and Richmond, in the State of New York, and the counties of Hudson, Essex and Union, in the State of New Jersey, shall be set apart as a separate State Division, to be called the Metropolitan Division; and second, of Territorial Divisions, constituted as prescribed in Sec. 3 of this Article.

Change Sec. 4 of Art. IV to read: Each Division may decide independently upon the manner in which elections shall be held within its limits, provided that no plan of election shall be adopted which shall abridge the right of each individual member to vote directly for League officers or for members of the National Assembly. Where no plan has been adopted by a Division, elections shall be by mail vote of the whole membership, and blanks to be sent out between the first and fifteenth days of July in each year by the Secretary of the League, who shall collect the expense thereof from the Division for whose account it has been incurred; the votes to be returned to the Secretary-Treasurer of the Division, and opened and canvassed in the presence of the Division Board of Officers, who shall hold a special meeting for that purpose on the first Monday after the 15th day of August.

Add new 5 as follows:

Each Division, State or Territorial shall be entitled to one delegate to the National Assembly for each two hundred members on its roll at the first day of July; and every member of the League shall have the right at the annual election, whether held in the manner described in the foregoing section, or under special rules established in the several Divisions, to vote directly for President, Vice-President and Secretary of the League, for Chief Consul and Vice-Consul of his Division, and for so many delegates to his Division as may be entitled to, except in the case of Divisions which may be divided into electoral districts, when no more delegates may be voted for in each district than the number duly apportioned to it.

Amend Sec. 1 of Art. VI, by striking out the words, "by the National Assembly, at the annual meeting," and substituting "by the general membership of the League, as provided in Art. IV, of this Constitution."

EDWARD J. SHIVER.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct. Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as

it is possible to make them. All such communications will be considered confidential.

List 139—Total 160—968.

BOSTON, May 18, 1888.

CALIFORNIA DIVISION—2—336.

Oak Leaf Wheelmen.

18909 O'Conner, P. H., Stockton.

Unattached.

18936 Moore, Will S., 418 California st., San Francisco.

CONNECTICUT DIVISION—3—406.

Unattached.

18819 Taylor Frederick B., Buckland.

18910 Atwater, Fred., care of Mall. Iron Co., Bridgeport.

18911 Barrows, Frank A., 122 Garden st., Hartford.

ILLINOIS DIVISION—16—551.

Aeolus Cy. Club.

18837 Barr, H. C., 655 No. Robey st., Chicago.

18838 Bodach, Chas., 732 No. Hoyne ave., "

18839 Bodach, Frank, 740 " "

18840 Gray, Walter, 412 Carroll ave., "

18841 Greiner, Louis, 732 No. Hoyne ave., "

18842 Ochs, F. G., 709 " "

18843 La Moine, C. H., 707 " "

Illinois Cy. Club.

18844 Bond, W. M., 29 W. Erie st., "

18845 O'Connell, W. J., 50 Newberry ave., "

18846 Patterson, C. A., 384 Warren ave., "

18847 Schwartz, J. M., 30 Newberry ave., "

18848 Sker, Geo. M., 681 Washington blvd., "

Monmouth Bi. Club.

18849 Bailey, Howard, Monmouth.

18850 Clark, Will E., "

Unattached.

18777 Cooper, Frank, Maroa.

18778 Hill, E. W., "

INDIANA DIVISION—3—170.

Unattached.

18851 Tower, A. M., 19 W. De Wald st., Fort Wayne.

18820 Keating, J. B., Huntingdon.

18870 Grubbs, Geo., Ins'n. for Deaf, Indianapolis.

KANSAS DIVISION—1—114.

Unattached.

18869 Lord, H. A., Leavenworth.

KENTUCKY DIVISION—1—71.

Unattached.

18770 Weaver, Ben Perry, Southern Bus. Coll., Louisville.

MAINE DIVISION—2—112.

Skowhegan W. Club.

18928 Patten, R. T., Skowhegan.

York Co. Wheelmen.

18852 Abbott, Fred P., Biddeford.

MARYLAND DIVISION—9—336.

Centaur Bi. Club.

18821 Eisenbrandt, W. A., 424 E. Baltimore st., Baltimore.

Hagerstown Bi. Club.

18912 Recher, Harry K., Hagerstown.

Unattached.

18824 Martin, Thomas, Arlington.

18822 Holland, William, 21 S. Stricker st., Baltimore.

18914 Smith, Sam'l., Box 598, "

18835 Thomas, Lewis D., 1618 Harlem ave., "

18823 Karl, Geo. W., Baltimore Co., Carroll.

18825 Keating, Frank, Queen Ann's Co., Centerville.

18913 Biehl, M. L., Carroll Co., York Road.

MASSACHUSETTS DIVISION—7—1079.

Bay State Bi. Club.

18871 Santon E. M., 6 Newport st., Worcester.

Unattached.

18771 Foote, E. M., 21 Upton st., Boston.

18779 Minott, H. A., 129 Chestnut st., Chelsea.

18927 Barrett, Wm. H., 13 Market sq., Lynn.

18826 Cushman, H. V., 386 Highland ave., Malden.

18780 Nyström, G. Amil, Quinsigamond.

18853 Heathcote, W. E., Whitinsville.

MICHIGAN DIVISION—8—224.

Adrian Bi. Club.

18781 Burnham, W. H., Adrian.

18782 Judge, Henry M., "

East Saginaw Bi. Club.

18915 Kingman, C. A., E. Saginaw.

Unattached.

18783 McDonald, Joe H., 311 Baggs st., Detroit.

18872 Fisher, James T., Hancock.

18873 Jones, John E., "

18874 Jones, Richard D., "

18784 McKinstry, Geo., Ypsilanti.

MISSOURI DIVISION—4—205.

Mo. Bi. Club.

18854 Hart, A. A., 504 No. 6th st., St. Louis.

Unattached.

18916 Horton, B. F., 3537 Morgan st., "

18785 Stockett, John E., 3433 Zell ave., "

18917 Marshall, Ed. R., Unionville.

NEW JERSEY DIVISION—11—619.

Council Bi. Club.

18855 Detwiller, W. K., 82 Danforth ave., Jersey City.

Essex Bi. Club.

18786 Heath, E. S., 784 Broad st., Newark.

18787 Heath, Frank E., 25 Hill st., "

18788 Hedge, A. J., Jr., 668 Broad st., "

18789 MacMahon, Cecil H., 4 Stratford pl., "

Y. M. C. A. Cy. Club.

18856 Dudley, Sumner F., Box 1004, Orange.

Unattached.

18772 Hitchcock, Chas. K., Bergen Point.

18790 Murphy, Edw. A., Bergen Co., Ridgewood.

18791 Sexton, Elmer K., " Closter.

18792 Chickering, C. H., H. B. S. Machine Co., Smithville.

18773 Town, I. P., Roselle.

NEW YORK DIVISION—47—2071.

B. W. C.

18829 Sisson, E. C., Binghamton.

Brooklyn Bi. Club.

18875 Armstrong, C. P., Jr., 480 Clinton ave., Brooklyn.

18876 Bailey, L. M., 113 St. Johns pl., "

18877 Bradlee, J. L., 382 Adelphi st., "

18878 Bresnan, D., 129 DeKalb ave., "

18879 Brown, H. R., 30 Sterling pl., "

18880 Clarke, F., 580 Lexington ave., "

18881 Fischer, Geo., 384 Bedford ave., New York City.

18882 Fox, Jas., 2 Beckman st., "

18883 Gardiner, G. F., Jr., Coleman House, " Brooklyn.

18884 Hardie, J. R., 86 Prospect pl., "

18885 Hebert, F. L., 37 Seventh ave., "

18886 Hayes, Jas., 134 Park pl., "

18887 Hornbostel, H., 39 Second pl., "

18888 Ihlo, Herman, 494 Atlantic ave., "

18889 Koop, Eugene, 205 Clinton st., "

18890 Lang, F. W., 51 Strong pl., "

18891 Lewis, W. J., 184 So. Oxford st., "

18892 Mayor, W. E., 105 " " "

18893 Moore, W. E., 427 Pacific st., "

18894 Norton, F. H., 48 Tompkins pl., "

18895 Osborn, H., 31 Cambridge pl., "

18896 Overton, W. A., 47 Willow st., "

18897 Owen, G. B., Jr., 18 Willoughby ave., "

18898 Ruxton, Philip, 75 Beckman st., New York City.

18903 Sutphen, D. D., 223 A Madison st., Brooklyn.

18899 Shaw, F. W., M. D., 327 Greene ave., "

18901 Spelman, Hoyt, 121 Willow st., "

18902 Stonehouse, F., 37 Douglas st., "

18900 Sudeker, C. L., 109 Park pl., "

18904 Torrey, S. H., 41 Seventh ave., "

18905 Tucker, R., 101 Willow st., "

Long Island Wheelmen.

18827 Allen, J. Milton, 25 Park pl., "

18828 Beecher, E. F., 1317 Pacific st., "

18231 Fell, Thos. E., (subs) 781 Lafayette ave., "

Syracuse Cy. Club.

18793 Curran, H. L., 1 Crouse Block, Syracuse.

18794 Judd, Robert P., 3 Barker pl., Park ave., "

18795 McChesney, F. H., 367 Carbon st., "

18796 Patterson, Dwight H., 36 Florence Flats, "

18797 Yehle, F. C., 17 Wolf st., "

OHIO DIVISION—4—774.

Quaker City Wheelmen.

18920 Tucker, Percy B., Salem.

18919 Kirkbride, Homer W., "

Unattached.

18921 Flohr, James E., 69 W. 5th st., Canton.

18803 Hartman, Frank M., Washington C. H.

PENNSYLVANIA DIVISION—10—1241.

Franklin Bi. Club.

18857 Berlin, J. E., Franklin.

18858 Galmish, Louis, "

18859 McCalmot, J. D., Franklin.

18860 Steele, Alie P., "

18861 Ward, A. G., "

Honesdale Wheelmen.

18869 Penniman, W. B., Honesdale.

Tioga Cy. Club.

18830 Howell, H. C., 1923 Venango st., Philadelphia.

18831 Sill, J. T., 329 Chestnut st., "

18832 Tatum, Oliver P., 2123 Arch st., "

Wilkes Barre Bi. Club.

18922 Campbell, L. B., Lazerne.

18923 Gemberling, R. C., Wilkes Barre.

18924 Hamblin, H. B., 89 No. Franklin st., "

18925 Rhoads, Harry, "

Unattached.

18926 Simpson, John, 591 Pebble ave., Woods Run.

18864 Chapman, Edwin, Allegheny.

18865 Williams, D. T., Catasauqua.

18862 Kehrweiler, Otto L., 109 Queen st., Germantown.

18833 Morgan, Reed A., 4723 Green st., Susquehanna.

Gilbert, L. S., "

RHODE ISLAND DIVISION—3—208.

Rhode Island Wheelmen.

18907 Brown, Fred'k. E., 139 Pleasant st., Providence.

Unattached.

18908 Hathaway, Chas. Herbert, 114 South st., "

18776 Wadsworth, C. E. Oriole, near Butler ave., "

VIRGINIA DIVISION—13—94.

Norfolk Cycle Club.

18812 Borum, C., Jr., 108 Freeman st., Norfolk.

18813 Borum, Seth, "

18814 Dozier, E. W., 114 Queen st., "

18815 Dodson, W. P., Box 147, "

18863 Ingram, W. F., 50 Wood st., "

18869 Parrott, Frank B., 65 Holt st., "

18807 Lowenberg, Benj., 71 Main st., "

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[Free by Mail on Receipt of PRICE, . . \$10.00.

All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

OUR FAMOUS AND PATENTED RAMS-HORN BAR.

ORIGINAL AS IS OUR ENTIRE BICYCLE.

PORT HURON, Mich., April 14, 1888.
I much prefer the Rams-horn to the Spade handles. The Spades admit of but one attitude for the hand.
S. A. WOOD.

LITTLE FALLS, N. Y., April 17, 1888.
In regard to the relative merits of the Spade handles, and Rams-horn Bar, I would say: that for hill climbing there is no comparison, the latter being far superior to the former, but for ordinary level road riding, one is perhaps as good as the other, and both are far better than any other form.
J. E. SEARLES.

HORNBELLSVILLE, N. Y., April 18, 1888.
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all.
R. M. PRANGEN.

PROVIDENCE, April 14, 1888.
In answer to your inquiry about Rams-horn and Spade Bars, we think the former preferable and better liked this way.
E. G. BILLINGS.

ELMIRA, N. Y., April 16, 1888.
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar made. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made.
C. M. JONES.

FLINT, Michigan, April 15, 1888.
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing.
HARRY BRIDGMAN.

MINNEAPOLIS, Minn., April 16, 1888.
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.
H. J. PUTMAN.

BAY CITY, April 13, 1888.
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars, too, never hurt the fingers in stiff pulls at hill-climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good lift up a hill give me the Rams-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Rams-horn bars, especially since you have screened the handles on.
BETTER ESTES HOWARD.

LYONS, KANSAS, April 12, 1888.
We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward

dismount, they are more apt to retain the rider in their fold embrace. We think that this is an error and that there is no more danger than with C. H. bars.
J. H. ERNEST.

WARREN, PA., April 12, 1888.
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel.
C. F. L. KINNEOR.

LOUISVILLE, Ky., April 11, 1888.
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.
KRAFT & ADAMS.



DAYTON, OHIO, April 10, 1888.
Replying to your letter of April 9th regarding the Rams-horn handle bars, will state that we think they will become very popular after riders once get used to them. We find our customers are a little dubious at first, but after they have tried them, they invariably like them the best. Only one of our customers has ever gone back to the Cow-horn and plain handles after trying the Rams-horn.
A. W. GUMP & CO.

PEORIA, ILL., April 11, 1888.
We are enthusiastic indeed over the Rams-horn bar as you will see by the send off we give it on page 6 of our catalogue. It is certainly far ahead of the Spade in every respect.
GEO. W. ROUSE & SON.

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them.
J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.
B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others.
T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.
I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with.
D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.
E. A. WODE.

Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.
C. A. DICKHART.

CINCINNATI, April 18, 1888.
We find the Rams-horn bars almost a necessity on a bicycle now.
B. KITTREDGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.
In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once.
C. H. SMITH.

CHICAGO, April 17, 1888.
Having used Spade handles on my machine for a season, I was thoroughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar, I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.
S. T. KIMBELL.

FLINT, MICHIGAN, April 15, 1888.
About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3100 miles, having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a Bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach. Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall. Never chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me \$5.00 or \$6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't those bars slick?" "Best I ever saw" etc. As for myself I would not go back to the Spades under any consideration, providing I could get Rams-horn.
J. ELMER PRATT.

P. S.—Think your perfect fit handles are going to be a great success—like them very much.
J. P.

We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

MOST COMPLETE CATALOGUE PUBLISHED, ON APPLICATION.
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COATS.

- A Grade—Made to order of Special Bicycle Cloth, in Gray, Black and Navy Blue, best quality.....\$15.00
B Grade—Made to order of good quality Cloth, Gray, Black and Navy Blue..... 12.00
C Grade—Made to order of heavy flannel, Gray, Black and Navy Blue..... 9.00



KNEE PANTS.

- A Grade.....\$7.50
B Grade..... 6.00
C Grade..... 5.00

Send for samples of Uniform Material.



SHIRTS.

- A Grade—Made to order of extra fine imported Flannel, best in the market.....\$5.00
B Grade—Made of fine imported Flannel..... 3.50
C Grade—Made of imported Flannel..... 2.50

BICYCLE BELTS.

- No. 00. Extra heavy nickel buckle..... .50
No. 1. Leather mounted..... .40
No. 2. Best leather mounted..... .50
No. 4. Leather mounted, cotton web..... .25

BICYCLE SHOES.

- No. BX. Spalding's Hand Made Kangaroo Bicycle Shoe, cut low, with leather sole and low heel.....\$5.00
No. CX. Spalding's Dongola Bicycle Shoe, made same as No. BX..... 4.00
No. DX. Spalding's Canvas Bicycle Shoe, leather trimmed and sole..... 2.50

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A. G. SPALDING & BROS.,
108 MADISON ST., CHICAGO. 241 BROADWAY, NEW YORK.

SPECIAL.

All Advertisements in this Department 20 cents a line.

NEWARK, N. J., April 14, 1888.
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all.
R. M. PRANGEN.

ONE HUNDRED BICYCLES, SAFETIES, TRICYCLES AND TANDEM at a sacrifice to make room for this year's stock. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$100, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippers Tricycles from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems from \$50 to \$160. Discount to dealers. Write for List, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humber. L. H. JOHNSON, Orange, N. J.

EXPERIENCED BICYCLE MACHINIST would like to make arrangements with some firm. J. MAHER, 182 5th street, Jersey City, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

MIDGET! Self-Inking Rubber Stamps, containing your name and address, sent post-paid for 50 cents each, or three for \$1.25. Novelty Pen and Pencil Stamps, 25 cts. each. Ag'ts wanted. Send 5 cts. for illustrated catalogue. Address, J. K. BOAK, Le Roy, N. Y. (Mention this paper.)

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

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FOR THE STAR, For Easy Coasting.

Price, \$1.00. Send to HOWARD A. SMITH & CO., Oraton Hall, Newark, N. J.

FOR Bundle Carriers, Tire Tape Standard Gloves, Z. & S. Stocking Supporters, Lantern Hangers, Lighting and Lubricating Oils, Newark Enamel, Standard Rubber Cement, Tire Cement, Spoke Grips, Newark Shoes, Belts, Stocking with linen sole, Caps, and in fact anything in the sundry line.

THE NATIONAL A HIGH GRADE BICYCLE.

NEWARK, N. J., April 14, 1888.
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all.
R. M. PRANGEN.

Send price, lettering, and state gold or silver for any CLUB PINS & BADGES, You may want, and receive by return mail

A SPECIAL DESIGN. Perfect satisfaction always guaranteed.

JOHN HARRIOTT, 3 Winter Street, Boston, Mass.

\$3.00 \$3.00

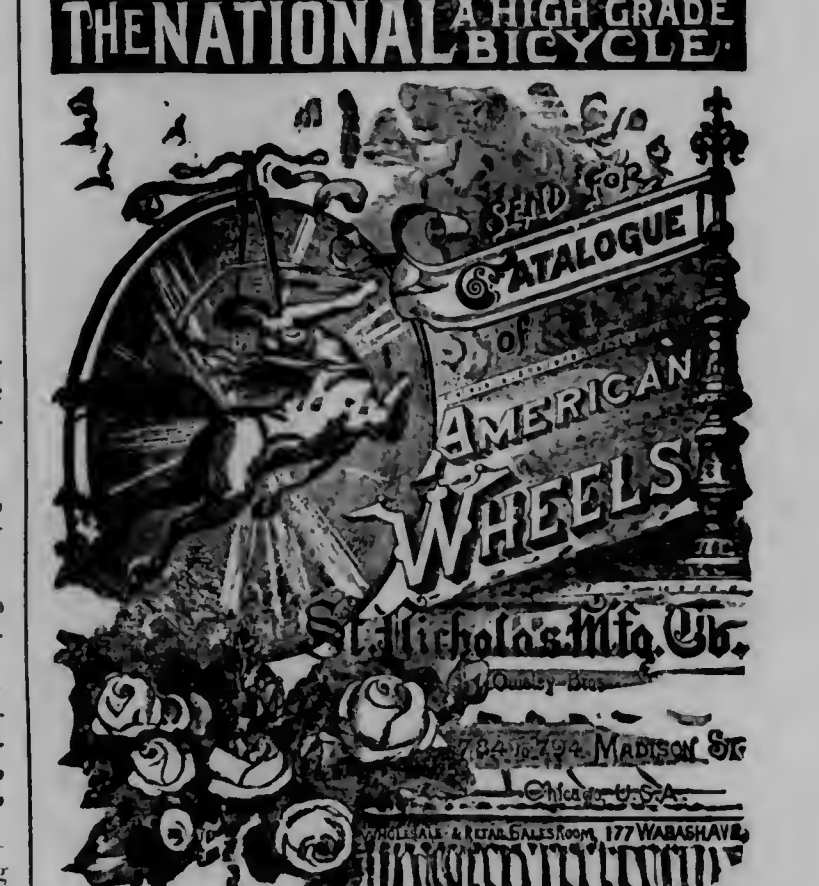
TOULMIN'S BUFFALO BICYCLE SHOE,

Is made of the finest genuine Kangaroo in every size and width. Price, per pair, \$3.00.

Liberal discount to club and Bi. Agents.

Send for Circular.

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.



THE CENTAUR MEDIUM GRADE YOUTHS APOLLO WHEELS.

THE "BEST" BICYCLE LOCK.



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price \$1.00.

WHITTEN & CO., Providence, R. I.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,

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BEFORE BUYING,

SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

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All Bicycle Riders Must Have Sundries.

OCCUPYING

Three Stories,

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BESIDES OUR

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Orange,

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Oldest and Largest

WHOLESALE

BICYCLE

Supply House

—IN THE—

United States,

DEVOTED EXCLUSIVELY

—TO—

Cycle Supplies.

And the Sale of Bicycles.

Season of 1888 is now open, and while our goods are well known to every rider in the Union, we wish to call their particular attention to the "World" for the next week or two, wherein will be shown all the new goods of the season.



Ask to see the New Safety Bundle Carrier.

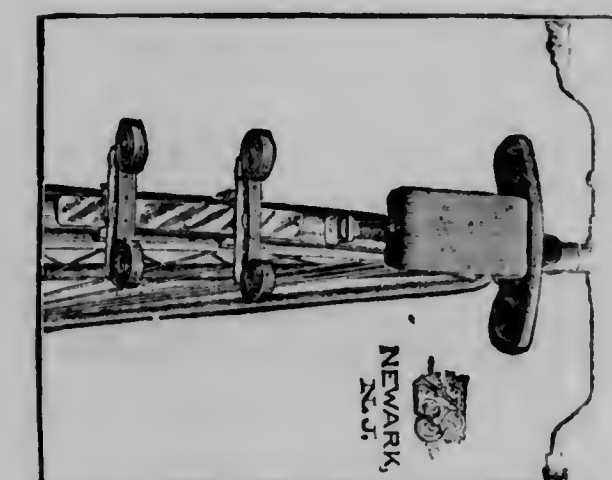
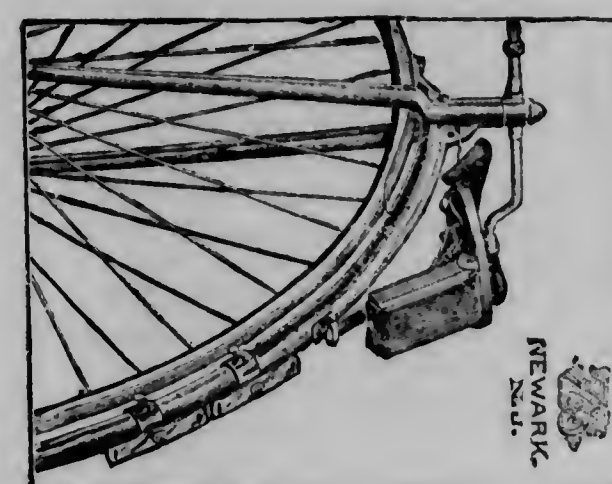
SPECIAL DISCOUNT TO AGENTS.

(See Next Page.)

(Mention this paper.)

HOWARD A. SMITH & CO., Newark, N. J. and Orange, N. J.

*Howard A. Smith & Co.
I wish you to get a bundle.
carried on my frame around the World, and found
it a very desirable indeed. It is difficult to see
how it can be improved upon.
Sincerely yours
Thomas Henry*



"Z. & S." BUNDLE CARRIERS.

The Z. & S. Bundle Carrier, as shown in above cuts, have met with favor everywhere; they have been improved in appearance and strengthened where necessary, fastening on the backbone below the saddle, out of the way of mounting or dismounting, and at the same time keeping the weight of bundle or package well back of the center of large wheel, thereby avoiding the objections to carriers that have fastened to the handle bar, which interfere in coasting and make the Z. & S. "Z" is renowned for by the all heavy or bulky. The excellence of the Z. & S. "Z" is evidenced by the autographs of the world below, and is the only carrier that withstood the trip around the world.

Price, \$1.50. If mailed, additional, 10 cents.

(See Next Page.)



THE STANDARD GLOVE.

In the early days of Cycling we saw the necessity of having a good wearing Glove that would have no buttons or catches on the inside of the hand, and after four years experimenting we present the Standard Glove as embodying more good points than any other glove on the market. Made from genuine California buck, reinforced where the greatest wear comes, open fingers, fastened across the back of wrist (to avoid cutting the hand in case of a fall.)

PRICE:

Corded Silk Back.	-	-	-	-	\$1.50
Open or Perforated Back.	-	-	-	-	1.25
By mail, additional.	-	-	-	-	.05

(Mention this paper.)



ADHESIVE TIRE TAPE.

Adhesive tire tape was placed on the market in 1885, and has constantly grown in public favor until at present it is found in nearly every cyclist's tool-bag on this continent. With fancy riders it often happens that their tires loosen during the strain of an exhibition on the floor, but with a few turns of our Adhesive Tire Tape they are enabled to complete their exhibitions. The tape will last for months' continuous use: it will secure a tire for hundreds of miles of hard riding.

Price, 20 cts.

HOWARD A. SMITH & CO., Newark, N. J. and Orange, N. J.

"Z. & S." STOCKING SUPPORTERS.



An article that meets the popular demand from wheelmen, lawn-tennis players and the public generally. The Z. & S.'s Supporters have been greatly improved, being made lighter with a better clasp at the stocking, thereby saving all wear on the pants, chafing the leg or tearing the stockings, and at the same time warranted not to "let go their hold" accidentally. These Supporters do away entirely with elastic bands, which bind upon the limbs and stop the circulation of the blood, causing numbness or swollen veins.

They are made so as to be worn beneath the flannel shirt, passing over the shoulders and down either leg. Adjustable for any size person.

Wheelmen particularly who have experienced the annoyance and discomfort of the stockings slowly but surely sliding down the leg while riding, will certainly appreciate them.

Price per pair, 65 cents.

BELT STOCKING SUPPORTERS.



With belt around the waist that allows of ample adjustment over the hips. Arranged for short or tall riders. Fitted with our patent fastener for holding to the stocking, being perfectly flat and simply impossible to chafe the leg or cut the knee-breeches, or wear out the stockings. They are exceedingly handy, universally adjustable, and, with our new patent catches for the stockings, we have found them to be the best belt supporter on the market. Warranted as represented or money refunded.

Price per pair, 50 cents.

HIP STOCKING SUPPORTERS.



These Supporters have probably had a more extended sale than any other. They are now made with the double safety-pin, for attaching to the shirt or drawers above the hip and extending down either leg, fastening to the stocking with the Improved Warren Safety Catch.

Price per pair, 35 cents.



(See Next Week's "World.")

STOCKINGS.



In order to meet the demand for a good, serviceable bicycle stocking, that would not chafe or make the feet tender, we have secured a fine lot with a

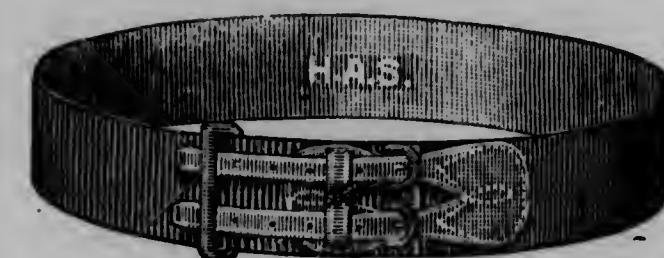
Linen Sole, Heel and Toe,

which puts unequaled durability right where it is most needed. It will be seen at a glance that instead of a heavy worsted foot, we have here a nice, unbleached linen sole, heel and toe, no heavier than that of a common cotton hose, thereby making it the coolest hose there is in the market. The legs are full length, and are made of first-class, heavy worsted.

Price, - - per pair, \$1.25.
By mail, additional, 5 cts.

The ordinary bicycle stocking, very fine quality, \$1.25. Cheaper grade, 50c., 75c., \$1.00. If sent by mail, per pair 5 cts. additional.

BICYCLISTS' BELTS.



inches. Solid colors, red, navy blue, black, brown and white.
Price, 25 cts. Belts, extra clasp, very fine, 40 cts.

THE NEWARK SHOE.



We believe this shoe embodies more good points than any other cycling shoe now in the market. It is hand-sewed, carefully lasted, and made from the very finest stock.

Price, per pair, \$4.50. If by mail, additional, 15 cts.

BOSTON CLUB CAP.



handsome appearance; color, dark navy blue.

Price, - - - each, \$1.50.
If by mail, additional, - - - 10 cts.

(Mention this paper.)

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
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THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
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THE "ROVER" is the best hill climber on the road.—The Presbyterian.
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THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
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THE "ROVER." We always use a "Rover."—Tricycling Journal.
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THE "ROVER" is a perfect beauty.—Cycling Times.
THE "ROVER." The success of the year.—Bazaar.
THE "ROVER." A most luxurious vehicle.—Youth.
THE "ROVER" is a perfect demon.—Wheeling.

STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

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"Pedal and Path,"

Across the Continent "A wheel and A foot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

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For Gold Pins of the Official

Design, send direct to

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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$30 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 311 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

REPAIRING

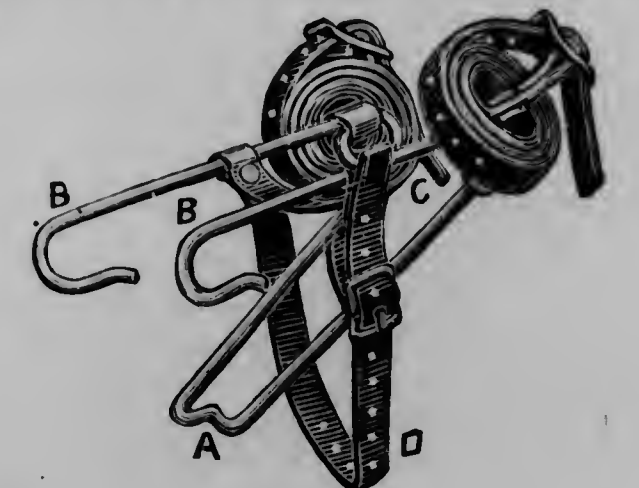
Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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100 Sudbury St., Boston, Mass.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturme and C. W. Nairn. \$2.50 per year, including postage.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B" Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade.

C. H. SMITH,

249 Woodward avenue, Detroit, Mich.

THE NATIONAL HIGH GRADE BICYCLE

SAFETY INDISPENSABLE. By Henry Sturme. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

"POT AND KETTLE."

WHY should the Pot call the Kettle Black-ass?

Chicago, April 12, 1888.

Dear Sir:

Our clients, the Gormully & Jeffery Mfg. Co., an Illinois corporation, having its principal place of business at Chicago, Ill., are the owners of a large number of Letters Patent, relating to the manufacture of bicycles and tricycles in their principal parts. Among such Letters Patent are:

Letters Patent to John Smith, No. 194,421, relating to Ball Bearings, or anti-friction devices in wheel locomotion.

Letters Patent to Charles Duryea, No. 293,725, relating to saddles for bicycles, etc.

Two Letters Patent issued to Freeman Lillibridge, Nos. 294,645 and 337,171, relating to saddles for bicycles, etc.

We have what we believe to be sufficient proof to the effect that you are infringing each of the above identified Letters Patent, and the purpose of this communication is to demand of you a settlement and liquidation for the past infringement of such Patents, and if you desire to continue the employment of the inventions therein described and shown, to negotiate with you, a License Contract with suitable royalty assuring this end.

Very respectfully,

OFFIELD & TOWLE.

WE say nothing of the PURPOSE of sending THIS Notice. If you don't see the point, look at G. & J.'s adv. to others of May 11, 1888.



Rudge Bicyclette.

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Famous Machines,

and also of the well-known

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IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.



\$1.00 a Year.
5 cents a copy.

BOSTON, 25 MAY, 1888.

Volume XVII.
Number 4.

HERE'S ANOTHER.

Leavenworth, Kas., May 15th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen: We believe in "Victors" here. In our club of sixteen, we have fifteen "Victors" and the one "black sheep" is waiting for a Victor Safety.

Yours respectfully,

OTTO H. WULFEKUHNER, Secy-Treas.,

Leavenworth Co. Wheelmen.



Probably next week you will be informed on another page that out of a total membership of 19 in a bicycle club of Jayville, Texas, 28 ride wheels of one bright particular make. It's like them in that country.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

LOOK. 48-in. Rudge L. R.; spade handles; B pedals. \$85. Send C. O. D. for examination. Box 5, Augusta, Me.

FOR SALE OR TRADE. 31 pattern Victor Tricycle (good condition); will sell for \$65, or trade for a safety bicycle. CHAS. VAN TINE, Findlay, O.

FOR SALE. Columbia Light Roadster, 51-inch, latest pattern, entirely new; run only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, \$165. Will sell at sacrifice, including everything. Address W. J. care Geo. D. Hazard, 83 Equitable Building, Mass.

FOR SALE. One 1887 American Light Champion, 51-inch; standard finish; fitted with Lakin's \$100 cyclometer and rams-horn bars; best hill climber on the market; sacrificed! for \$75; will send for inspection. Address JAMES E. SEARLES, Little Falls, N. Y.

\$100 buys a 51-inch New Mail; little and carefully used. Box 46, Groton, N. Y.

HERF'S A CHANCE. Will exchange a 36-inch Kangaroo, ball bearings, and a new hunting case gold watch for a 42-inch Pony Star. Correspondence solicited. Quick. SAM. C. MILLER, Hagerstown, Md.

\$90. 52-inch Victor Roadster; Butcher hub cyclometer, Ross carrier, spade handles. Warranted perfect. Write. Lock Box 14, Richfield Springs, N. Y.

FOR SALE. Quadrant Tandem, side steerer; ridden a part of one season only; complete, with cyclometer, lanterns, &c., &c. \$100. Address A. L. BOWKER, No. 95 Oliver st., Boston.

FOR SALE. Two 54-inch, 1887 pattern, Expert Columbias; spade handles and Kirkpatrick saddle; \$85 each. One 50-inch American Challenge, ball bearings, \$55, and one 50-inch Victor Roadster, \$90. All of these machines are guaranteed to be in perfect order. A. C. PHILLIPS, No. 200 East 4th st., Wilmington, Del.

FOR SALE. 50-inch New Rapid and 58-inch Victor; will sell cheap. ROBT. MOORE, P. O. Box 240, Philadelphia, Pa.

FOR SALE. One New American Light Champion Bicycle; balls all around, nickel and enamel finish; 50-inch; cost \$120, will sell on approval at \$90. Reasons for selling, want a safety. Address R. S. NEVLING, Clearfield, Pa.

FOR SALE. 52-inch Victor Light Roadster, pattern of 1887; not ridden over 300 miles; first-class condition. \$100 cash. A. B. REID, Clarion, Pa.

BICYCLE MACHINIST DISENGAGED; age 28; has had ten years' experience in England and this country on instructing, estimating on repairs, repairing, &c. Good references, and well known among the leading wheelmen of Brooklyn and New York. Address BICYCLE, 182 5th street, Jersey City, N. J.

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LOOK. A Rudge convertible sociable; balls all around. Cost \$260. In good shape, for \$90. C. T. SWITZER, Philipsburg, Pa.

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FOR SALE OR TRADE. One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

FOR SALE at half-price, a full nickel Special Star, 51-inch; first-class condition. Write to A. M. WELCH, Bainbridge, N. Y.

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Many a contract is settled by a wink and a nod. Political interest sometimes proves a more potent friend than good work. We don't care for such helps to decide on good cloth and good work. A fair field and no favors.

Wanamaker & Brown are head of their trade on making Bicycling Uniforms. The National Association says so.

What influence had Wanamaker & Brown with it, that they got the contract for making the uniform?

Merit—straightforward merit and goodness and the price. Better arguments we don't want.

We're used to getting business by such means.

We've got the contract for uniforms for the greatest railroads in the country by that means. We make uniforms for the best military associations, cadet corps and military bands. It's a steadily enlarging stream with us—that uniform business.

The reason is the most natural one you could imagine. We know how to make everyday clothing the very best. We don't use our skill in one sort, and withhold it in another. We are at making the very best clothing the whole year round. For that reason we sell more of it. And for that reason we sell it for less.

Send us your Uniform order promptly. You'll get it promptly.

WANAMAKER & BROWN,
Philadelphia.

Send for samples of any clothing you want.

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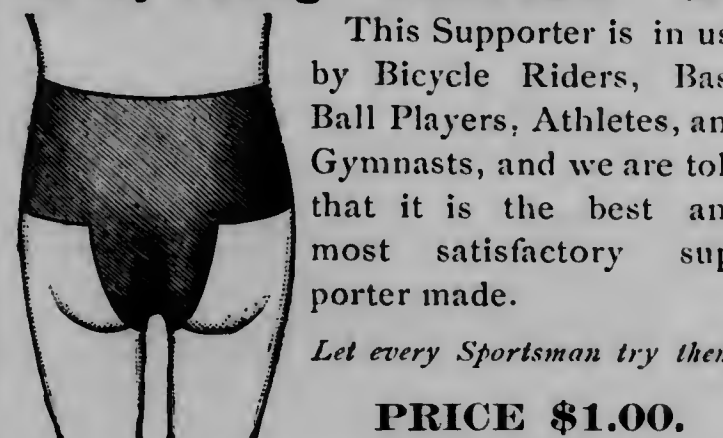
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APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

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Hotel for Dayton, Ohio, The Beckel House.
Hotel for Pittsburgh, Pa., The New St. Charles Hotel.
Hotel for Oroville, Cal., The United States Hotel.
Hotel for Newton, Mass., The Woodland Park Hotel, Auburndale.
Consul for Everett, Mass.—W. K. Menns, Everett square.

Hotel for Rockport, Mass.—The "Linwood."
Hotel for Albany, N. Y.—The Kenmore.
Consul for Taunton, Mass.—Paul L. Hassenforder.
Consul for St. Paul, Minn.—Robert Johnson.
Consul for Burlington, Iowa—O. L. Kroppack, 902 Osburn st.

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Manufactured by the KINGSTON KNITTING CO.,
Are made of the very best Worsted and Fine Wool Stock, and for beauty of design, superior workmanship, durability and reasonable prices cannot be excelled.

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Our Knickerbockers, Knee Tights and Full Body Tights are made in three weights, with special reference to comfort and durability, furnished with re-enforcements, Suspensory Pockets, Fly Fronts, and back Lacings, Loops for belts, Buttons on legs, etc., and have no superior in the market.

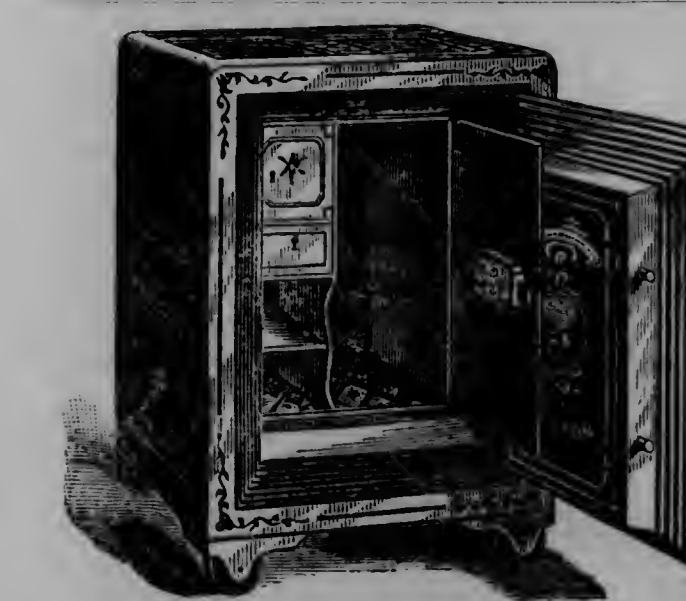
Our Jerseys in Plains and Stripes are beautiful goods, and made in all colors and mixtures, with Long Sleeves, Short Sleeves, and Sleeveless, with Low Necks, Single Collars, English Turn-over Collars and Laced fronts, and for comfort, beauty and elasticity are not excelled.

Our Bicycle and Lawn Tennis Coats are made in two styles and weights, in Stripes, Plains and Mixtures, and are this season the most stylish and popular garments worn. These goods, with our ribbed Sweaters and Stockings to match, are the leading styles and used by the best trade.

Our Fine Worsted Bicycle Hosiery, in all weights and colors, is not equalled by any other manufacturer, and is appreciated by our best Hosiery dealers.

Our Glove-Fitting Hosiery, with double heels and toes, is without a rival, and all of our goods are offered to the trade at very reasonable prices. Correspondence solicited. Address,

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THE STRONGEST KNOWN
Bicycle Elastic Cement.

Used the same as Sealing Wax. No Naphtha. Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

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10 cts. in stamps

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A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!

THE * SPRINGFIELD * ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.

No. 1 cut shows the \$75 Springfield Roadster which retails for \$75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the \$100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

CATALOGUE FREE.



No. 2.

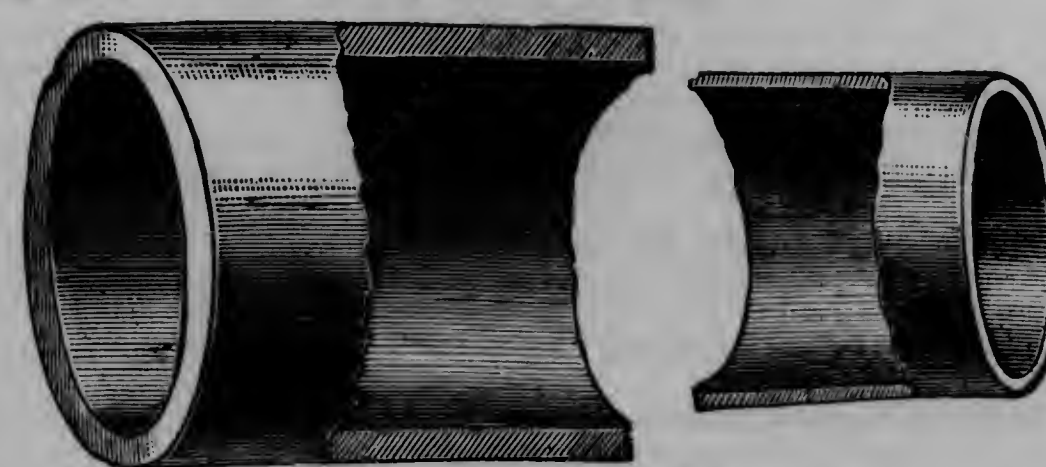
NEW MAIL.

Specialties Found in No Other Wheel.

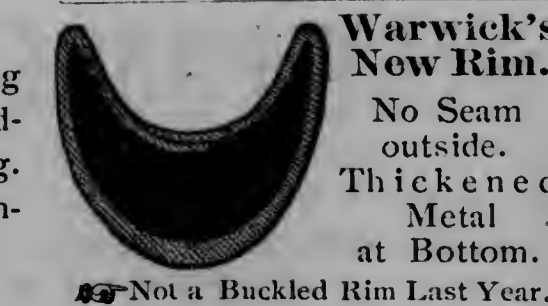


Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside.
Thickened Metal at Bottom.
Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

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ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 25 MAY, 1888.

BALTIMORE takes up considerable of our space this issue, and we hope the perusing of our illustrated article on that city will be the means of awakening the liveliest interest in the meet, and secure a large attendance next June 18 to 20. It will prove one of most attractive meets of the long series.

SEVENTY entries for the coming road race at Chicago looks as if the days of road racing as a nuisance were close at hand. So long as the starters in a road race did not exceed a dozen, we were in favor of this branch of the sport. but when we hear of a probable field of seventy, we then think it is time to call a halt.

WE are pleased to notice that the *Cyclist* has concluded that "class racing," a method they have always opposed, is not so bad after all. The change in the views formerly held by our English contemporary on this subject is mainly due to the information given the editor by Mr. T. W. Eck. We quote from the article in question the portion that seems to have worked the change of heart: "From Mr. Eck's explanation we gather that in class racing the first man only, should the class time be beaten, is debarred from competing in races of that class in future. It is thus a system which makes it the especial business of the slowest men in the race to make the running just as fast as they know how, in order that they may, by making men who they know are able to beat them, and also the standard time, do so, and thus remove them from the class in which they are competing."

This really is practical working of class racing properly managed. Of course handicapping, if intelligently awarded, brings about the same satisfactory results, and we are not sure that if the latter system can be properly directed, that fast racing would be most likely

to be the result. Our correspondent of last week who sent us a letter over the *nom de plume* of "2M. 48s.," seems to strike the popular chord. Something must be done in order to secure to the public races that will be exciting from pistol shot to the finishing line, and to this end we earnestly appeal to the Racing Board, that they take this question under serious consideration, so that our tournaments this season may be the unqualified successes that they should be. In connection with this question, we are pleased to notice that the races at Baltimore are largely handicaps, and we hope such care will be taken in the placing of men that it will encourage the Board to push on in the good work.

EVERY reader of the WORLD should now be making plans to be at Baltimore next month, and every rider should also pay attention to the advertisement of the Maryland Division, in which they present a scheme whereby you may become possessed of a valuable wheel. We commend this scheme to our readers from the fact that the motive is good, and the parties making it are gentlemen in whose good faith we have the utmost confidence. By all means read the prospectus and send in your subscriptions as per the advertisement.

ROWE WINS AND SO DOES TEMPLE.

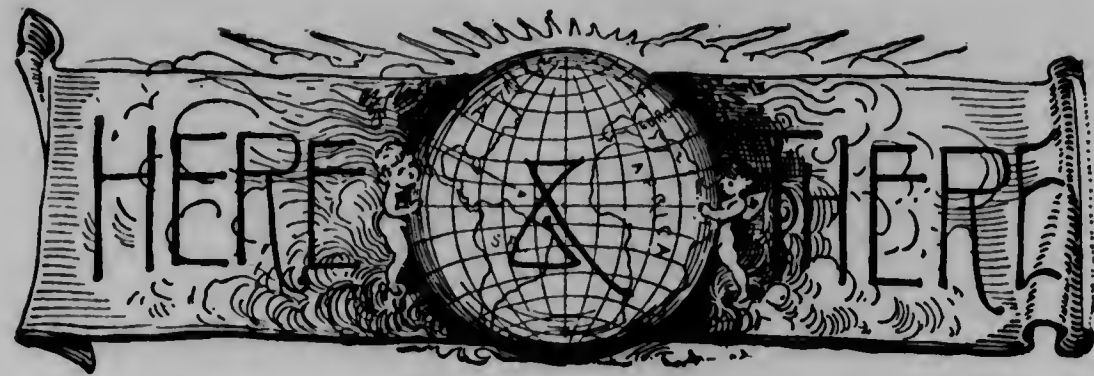
(Cable.)

LONDON, May 23.—At Birmingham today Rowe won the one-mile bicycle championship in 2 minutes and 45 seconds. Temple won the one-mile handicap in 2 minutes and 44 seconds.

ROUTE FROM PHILADLPHIA TO BALTIMORE.

The best route to Baltimore and the one which will probably be taken by all of the Philadelphia clubs in their tour to the League meet is as follows: Between Philadelphia and Wilmington a choice of two routes is offered. The former is the shortest, being about thirty miles, but the road is in the main poor, while the latter is fifty miles, but is over exceptionally fine roads: Ride down Broad street to Moyamensing avenue, turn right to Point Breeze road, turn left to Tinnicum Island. At Lazaretto turn right to Moore's, then turn left to Ridley Creek, turn left to iron bridge, turn right to Chester, leaving Chester by the pike which leads direct to Wilmington, or take Lancaster Pike to Paoli, take left fork just above the railroad station to West Chester, leaving West Chester strike the Brandywine road to Chadd's Ford, leaving Chadd's Ford pass under railroad and turn right to double bridge with railroad beyond, after crossing turn left four miles from double bridge (after long hill at one and one-fourth miles), turn right up cinder hill and cross railroad to Kennett square, from which a pike leads direct to Wilmington, less than five mile distant. From Wilmington to Baltimore the following is by long odds the best route and was written out by Ex-Chief Consul Palmer: Down Market street, cross bridge on causeway one and one-half miles, very fine. After crossing second railroad, to causeway up slight hill, turn right on State road to Hare's corner, five and a half miles, good. Take path on right side when sandy. Continue on State road, through Red Lion, cross Delaware and Chesapeake canal, on Summit bridge, and five miles on to Middletown, twenty-five miles from Wilmington. Fine road, turn right in Middletown, cross railroad to Warwick, four and a half miles. Keep straight on for Cicilton, but when about one and a half miles out of Warwick turn right to Cicilton, six miles; turn left in Cicilton to Fredericktown, down steep hill to bridge, across Sassafras river to Georgetown, then on to Galena, five miles from Cicilton; turn right in Galena to Locust Grove, four and a half miles; straight through for Lynche's post-office, but when two miles out of Locust Grove turn right and on for Lynche's. When within about a quarter of a mile of Lynche's turn right, thus leaving Lynche's and the railroad on the left. Be careful not to take the road south of the railroad, as it is sand. Hanesville, seventeen miles from Locust Grove, is the next place; then on through Wills' crossroads to Tairlee, five miles; turn right to Tolchester Beach, six miles, and about sixty-eight miles from Wilmington. Take steamer to Baltimore, about twelve miles.

The above route has been comparatively unknown to Philadelphia riders, the route laid down in the Pennsylvania road book having been via the Baltimore pike, which, in places, is very poor. The greatest objection to the route above described, is that between Wilmington and Baltimore there is but one place, Middletown, where meals may be obtained, but riders could easily carry lunch with them when this objection is known to them.



KANSAS CITY.

"MENTOR."

The United Wheelmen of this city, Topeka Wheelmen, Ottawa Wheelmen, and the St. Joseph Ruralists' Bicycle Club have received and accepted invitations to spend the glorious Fourth of July in Leavenworth, the guests of the Leavenworth County Wheelmen. Leavenworth is a very pretty city, and is the seat of numerous historical events. Your correspondent is in receipt of a letter from Otto Wulfekuhler, Secretary-Treasurer of the Kansas Division, and it is worthy of perusal by wheelmen everywhere. It is as follows: "It is surprising to me to see only so few wheelmen here, for Leavenworth is noted for its fine drives, beautiful scenery and surroundings, of which first is Fort Leavenworth, three miles north, over a fine macadamized road, shaded by trees, and kept in order by the United States government. It is a lovely spot for sight-seers, a governmental city with its thousands of officers and soldiers, where is seen the glistening cannons, flying flags, clean kept quarters, fine large department and other buildings, cozy residences and a fine prison; and withal good drives all round. No grander views can be found anywhere. It has to be seen to be appreciated. Then south two miles is the National Home for Disabled Volunteer Soldiers and Sailors, a spot so filled with living historical reminiscences that, in a brief space, justice cannot be done. Here the Brigadier-General, the Colonel, the Captain, the Lieutenant, and the private meet on a common level, in a good cozy home, and will pass their last years on earth in quietude and repose. It is one of the prettiest places on the continent, nearly the whole being a forest a few years ago, through which drives and pathways have been cut, and underbrush cleared away. Fine barracks, buildings and residences for the officers have been erected. Then three miles further, or five miles from town, over a fine macadamized road, the whole way, is the little burg of Lansing, where the Kansas State Penitentiary, containing over nine hundred prisoners at present, is situated. The prison is built out of rock and looks like some old castle in Europe. Then on west of Fort Leavenworth is the renowned Sheridan's Drive, on a ridge covered with trees about three hundred feet above the surrounding country. The drive is over three miles long, shady and curving in every direction, from which can be seen the Fort, City, Missouri, Missouri River, and country for miles on east and south, and green and yellow farms and pasture lands for miles and miles on the west. Besides our streets are in good condition and mostly level. The city now has over three miles of cedar block paving, and work is still going on. There is only one thing lacking in interest to cyclists, and that is a race track, which we hope to have in a few years. The flyers can let themselves out on our fine roads, which are as good as any race track, only not being in a circle."

The United Wheelmen have inaugurated Thursday evening runs about town.

E. E. MENGES & Co., agents for the Victor here, were burned out last Saturday (12), and a small stock of wheels were a total loss.

CHAS. C. CANDY, the Overman Wheel Company's Western representative, was in town last Saturday. The boys were asking where was Pulsifer, of Concordia, Kan., as he generally "bobs up serenely" whenever Candy is in town.

JACKSON COUNTY is to have good rock roads. The matter is being agitated, and it cannot fail to end in the desired result. Independence avenue to the Blue is to be graded and macadamized. The appropriation has been made, and work will be commenced at once. Other roads throughout the country will be macadamized very likely this season. The wheelmen say, let the good work go on.

NELSON E. HAYNES, Captain of the United Wheelmen, sent his wheel to the factory about a month ago, and in the meantime he has been disconsolate, and could not be comforted. To see a crowd of wheelmen spinning over town gave him the heartache. When it rained he was pleased, and when it was pleasant riding he was displeased. A few days ago his wheel came home, and the boys were

happy to read the following legend written on the club black-board: "My wheel has come. I am in town. HAYNES."

REPRESENTATIVE H. P. STUART is eating off a mantelpiece these days. Last Sunday while coasting a hill, hands off, his wheel struck a raised paved street crossing, and the sudden rise was sufficient to make the wheel jump into the air with a terrific bound, and when it came down Harry failed to connect with the saddle. The result was he struck the pavement with a dull, sickening thud. Bicycling for a few weeks for him is a prohibited pleasure.

LONG ISLAND NOTES.

"WING-FOOT."

would be this year if one of the Jersey clubs should get the cup. It would seem pretty hard luck for the K. C. W. to give it up after holding it so long. The members of the various club teams are to be seen on the road nearly every afternoon nowadays, in the vicinity of the Park, or on the Jericho Pike. I was much surprised to find myself the only cyclist down at Cedarhurst at the great Athletic Meeting on the 12th inst. More especially as the roads are some of the very best on the island. There is no track on the grounds fit for cycle racing, but I doubt whether its equal can be found for running or horse racing.

A FINE, new hotel is being erected at Oyster Bay.

A NUMBER of the Harlem Wheelmen passed through Flushing last Sunday, bound for Jericho.

THE K. C. W., L. I. W. and Brooklyn all had large delegations out at Orange and that vicinity on Sunday last.

MR. F. W. LINCOLN, of the Mercury Wheel Club, recently rode from East New York to Flushing without a dismount—the first on record.

CONCERNING the bad accident which was supposed to have happened to a member of the Brooklyn Bi. Club, on the Irvington course, a few Sundays ago, I have found that the injury was no worse than a sprained knee, and not at all serious in its nature.

MR. LINCOLN, of the Mercurys, has at last succeeded in cutting down the distance from Brooklyn to Flushing to about twelve miles, in almost a straight line, a saving of six miles. The complete route cannot yet be given in detail, but I hope to have it ready for publication next week.

THE Brooklyn Ladies' Tricycle Club now numbers fourteen members. The suit adopted is one of dark grey, with loose skirt, tight basque, and standing collar, on which are the letters "B. L. T. C." The club has runs every Wednesday and Saturday. One of the members rides a lady's bicycle, and makes even the boys hustle.

I HAVE it from a pretty reliable source that we may expect news of a reduction of rates on the L. I. R. R. before long, for the short runs. The rates for the long runs have never been excessive, and very few will kick at paying a just rate to or from Babylon or Patchogue. In this connection I should like to say that nothing that I have said derogatory of the officers of the L. I. R. R. applies to Superintendent Barton, a thorough gentleman, and one to whom I am indebted for many favors.

LATER—Since the above was written the news of the reduction of rates has come to hand. Bicycles will hereafter be carried on the L. I. R. R. at the following rates, viz: For 15 miles or less, 15 cents; for over 15 miles and less than 30 miles, 25 cents; over 30 miles, as at present. I hardly think there will any kicking at these prices. The wheelmen of the Metropolitan district owe their thanks to Mr. F. W. Nichols, of the Mercury Wheel Club, for the work which has brought about this result.

THE grounds of the Flushing Athletic Club are becoming celebrated as one of the model establishments of the Metropolitan district. They contain a five-lap track of cinder, a fine ball field, eight splendid tennis courts, a perfect gymnasium, a locker room with shower baths, etc., a ladies' club house, and a fine bowling alley with four alleys. The formal opening took place on Saturday, the 19th inst., and on May 24th, 25th, and 26th the annual spring tennis tournament for ladies and gentlemen's singles will be played, open to members of the U. S. Nat. L. T. Assoc. The grounds are very easy of access, especially to New York wheelmen, by the way of College Point, and, as the track will be in good order by that time, they will be welcome to arrange as many scrub races as they please.

MINNEAPOLIS NOTES.

"VERNON."

our Secretary and Treasurer, was instructed to inquire into the matter. If we don't have races here there will probably be some at St. Paul, but we want them here.

"GENTLEMAN JOHN," allow me to congratulate you on your change of *nom de plume*.

THE Minneapolis Bicycle Club men are anxiously waiting for their League suit. I don't blame them for wanting to look spruce as soon as possible.

THE cyclists here all thought that Rowe would surely "get there" ahead of Howell, but we were sadly mistaken. I think that after Rowe has been in England a short time, and gets used to the ways and weather, that he will show up better.

SEVERAL new names were handed in to the Minneapolis Bi. Club at their last meeting. Among them was C. L. Stacy, a little sawed-off fellow, who rides a 48-inch, but he can get over the road with the rest of them, as we have found out to our cost.

OUR famous Washington Rink has been turned into a roller toboggan slide. You get your insides jerked around, your supper settled, or unsettled (?), and get scared half to death if you are at all nervous. A one-half-mile ride for a five cent piece.

THE weather has been very bad for the last two weeks, but one day of sunshine, the rest of this period was employed by Jupiter Pluvius in making things very damp. With the west wind that we have now, the roads around in the suburbs will be all right in a couple of days, and then—!

GEORGE BARTLETT was having a brush with a horse driven to a light wagon on one of our pavements the other day, and had fallen in behind the wagon when the driver suddenly held up, consequently George took a header into the wagon, broke the seat and dash-board, and also very nearly knocked the man out. Neither were hurt. I guess the fellow will not try that trick any more; it costs too much.

PENNSYLVANIA.

"ARIEL."

READING wheelmen have been invited to take part in the hill-climbing contest for the medal offered by Kirk Brown, and when Wilhelm, Schwartz and Scheele—to say nothing of Smith—get to kicking the pedals up grade, some one has got to climb pretty lively if that medal is to stay in Philadelphia.

SUMMER jersey suits, matching the uniforms, are to be worn by both the Pennsylvania and Century clubs, and they will add greatly to the comfort of riding in hot weather.

WHERE is the Division meet to be held this year? No signs of life have yet appeared, although Scranton has been spoken of. What's the matter with Reading?

THE Pennsylvania Club Committee did a great thing as a "card" for the club when they secured the privilege of Montgomery avenue free to all "Pennsy" members. The right to the road for the entire season was purchased, and hereafter the silver keystone pays no toll.

SATURDAY, the 26th inst., is the date fixed for the club supper of the Pennsylvania Club, which will come off at Wayne, on the Lancaster pike. The Bellevue Hotel will, feed the party, and a large attendance is expected. A moonlight run will be a feature of the wind-up.

CLUB mileages are rolling up in this city. The Pennsylvanians report 7,056 1-2 miles up to May 1st. The Century Wheelmen give their total to same date as 14,876 1-2. Captain Fleming's mileage for the month alone was 1,074 3-4 miles, which is as much as the average rider rolls up in a whole season.

MR. H. B. HART has very kindly offered the use of his park rink as a place of storage for the wheels of the riders from New York and vicinity, after finishing up their century on the Lancaster pike, on June 16th. This offer will help us out very much, for to tell the truth, we would have been put to store the wheels safely, all the club houses being already taxed to their utmost capacity.

WILL my anonymous correspondent (who sent me a postal card correcting (?) my announcement of the changes in the officers of the Century Wheelmen) kindly notice that Mr. Bailey has resigned

his office as First Lieutenant, Mr. McGlathery taking the position Mr. Collins retains the Second Lieutenantcy. As this is official I trust he will give himself no further uneasiness on the subject.

SEVEN members of the Philadelphia Bicycle Club have taken a house out at Bryn Mawr for the season, and will use the wheel in going to and from business. A couple of them are married, and the wives of these gentlemen (the ladies, by the way, are members of the club themselves) will manage the establishment, thus assuring solid comfort in addition to pleasure. It is astonishing how many club members are inquiring the exact location of the house, and it would not be at all surprising to hear of many an impromptu dance and supper, now that the married ladies can provide all that is necessary in the way of *chaperons*.

MESSRS. JACKSON, Gideon and Collins have been appointed by the Associated Cycling Clubs, at their meeting at the Germantown Club house last Tuesday evening, to represent the Association before the Highway Committee in Councils, when the ordinance for paving Broad street with asphalt is under consideration. A committee was also appointed to confer with the Pennsylvania Railroad officials with a view towards obtaining the transportation for bicycles when accompanied by owner. Messrs. Supplee, Wells and Hare are the gentlemen whose persuasive eloquence will, it is hoped, cause the obdurate Pennsylvania magnates to look at this important matter in its proper light.

THE twenty-mile record for the Lancaster pike was broken again on Thursday, this time by Merrihew and Dampman, of the Wilmington Wheel Club. When the Tryon cup was offered for competition in inter-club races last spring, a ten-mile course was laid off from a point below Overbrook to the foot of Devon Hill. The best time over this course has been made by John Fuller, of the Pennsylvania Club, who covered the distance in one hour eighteen minutes and forty-five seconds. Thursday, Dampman and Merrihew lowered it to one hour fifteen minutes twenty-eight and one-fifth seconds. They were accompanied at the start by Mr. John A. Wells and Lewis Hill on a tandem tricycle, who were also after the record, but fate, in the shape of a led horse with a long rope, was against these two gentlemen, and when said horse stretched himself all about in the road, they wisely concluded to steer for the fence, much to the detriment of the latter. They landed in the field beyond but fortunately were uninjured. The machine escaped with but comparatively slight damage. The horse still lives.

NEW JERSEY NOTES.

"RATCHET."

W. B. BANKER, of Passaic, says the Passaic County Wheelmen and Athletic Association will begin work on the new club house very soon. Mr. Banker rode down to Oraton Hall and says a rideable road between Newark and Passaic would be a God-send, as at present cyclists have to take to the railroad for a portion of the distance. Although his club is not affiliated with the "Alphabetical Association," its members will be out to see the road race.

THE East Orange Road Committee has been authorized to have William street macadamized from Grove street to the Newark city line.

MONDAY, 28, the Orange Y. M. C. A. Cycling Club will run to Silver Lake; on Decoration Day they will start at 8.30 A. M. for Pompton Plains, and in the afternoon will witness the road race.

THE Hudson County Wheelmen feel very proud of their club rooms, which have been newly furnished. A schedule of distances from the club house to various points is being arranged, so members can complete their mileage without the aid of cyclometers.

MR. SAYRE, who in former years ran the Newark-Irvington stage line, will put his stages in commission again on Decoration Day, for the accommodation of friends of the road racers, and will at short intervals make trips between the Irvington hotel and the starting point of the race on the top of Hilton Hill.

My dear Mr. Wells, I'll take it all back in regard to your "trying Eagle Rock," as I simply quoted what I was told was "straight." Glad there's no harm done. But, didn't you inquire for letters at the Newark post-office on Sunday morning, 6 May? If not, it must have been some oder chap wid de same name.

THE Orange Wanderers will run to Elizabeth and Linden on the 26th, starting at 4 o'clock, and to Upper Montclair June 2d. At seven o'clock, the 28th, they will start for a jaunt around Roseville; 31st, Elmwood and East Orange; 4 June, Maplewood. On Decoration day they will start at 6.30 A. M. for Pine Brook, Morristown and Milburn, returning to Irvington in time for the road race.

THE Orange Athletic Club has definitely decided to keep the cycling track at Roseville in condition for this season. A running track will be provided for just inside of the cycling track. The first field games of the club will be given early in June, and one of the attractions will be a two-mile club race. It is hoped that one or two half-mile dashes, handicap, and a one-mile handicap will also be arranged for.

A SEVERE accident occurred to Ira Metcalf, of Orange, on Saturday, 19. He was coasting down the Park avenue hill, when his wheel struck a stone, and he took a header. He landed on his face and head, driving his teeth through his lips, receiving a severe scalp wound, and dislocating his shoulder. He was stunned for some time, and was removed to his home in a wagon. At latest accounts he was resting comfortably.

I NOTICED what can be taken as a neat (?) comparison in a recent issue of the *Chicago Referee*, which said the Manhattan Athletic might send either Kluge or Powers to England. Great Scott! can it be possible that the far-seeing "Verax" places these two riders on an equal footing as far as speed is concerned? Veraxtraordinary must be his perception if he does. (Mr. Editor, please "set" this last sentence in diamond, so it has to be read with a glass.)

THE monthly meeting of the Orange Wanderers was held on the 16th. An invitation from the Hudson County Wheelmen, asking the Wanderers to co-operate with them in holding a joint race meeting on the Roseville track early in June, was accepted, and Captain Freeman was authorized to make all necessary arrangements. Several revisions were made in the constitution. Dr. T. N. Gray was elected a member of the Executive Committee, *vice* Mrs. Fredricks, resigned.

THE Y. M. C. A. athletic grounds at old Union Park, corner Allegheny and Grant avenues, Allegheny City, opened on the 19th inst. Owing to lack of room they dispensed with the bicycle track. The grounds have been fenced and graded, and conveniences, such as lavatory and dressing rooms, provided. "Out-door sports have been arranged for, such as base ball, lawn tennis, throwing ball, running, jumping, quoits, etc., etc."

THE Beaver Valley Wheelmen will hold a race meet on Decoration Day, but may have either a road race or a hill-climbing contest.

SEVERAL months ago I asked for the grades of Federal street and Irwin's Hill. Mr. Lee will shortly level up Irwin's, but no one volunteers to survey Federal street.

By the way, it is queer that some of the local riders do not climb "Irwin's," there certainly are some men in the city who could climb it. It has been ridden by two Sewickley men.

HILL climbing seems to be all the go now. Lenz and Wright climbed 18th street, South Side, and McGowan and Seidell polished off Sylvan avenue; they are both good grades.

PRESENT prospects are that the new cycle track will not be completed for some time to come. The affairs of this organization seem to be in *statu quo*. Unless some one does some hustling, we'll have to wait another year for it.

ROAD Hogs are scarce in this section, but once in a while they turn up and make things lively. Mr. Corbit was coasting one of the Perryville grades "wide open," and hugging the right side of the road; he rounded a sharp bend and discovered a full-fledged Road Hog, who refused him room to pass. Result: Wheel badly battered, but the rider fortunately got off with a good shaking up. Mr. Corbit tried to get the name of the R. H., but his identity was concealed through the speediness of his horse.

NEW ENGLAND.
As we swung through Berkshire Hills last week, we noticed several large, round and elegant snow drifts, still lovingly lingering in the hollow and shady places. It made the cold chills run down our back, and it made the vision of soft summer zephyrs seem almost a Utopian dream. This view of the "beautiful," calls to mind the fact that we saw snow in the city of Boston, in the month of July, some three or four years ago, and so that we may not be put down as prevaricators, we would add said snow had drifted into an unused cellar, in a narrow street in the "North End," and then kept clean, white, and cold during half of the summer.

THE Hartford (Conn.) Wheel Club will "picnic" at Winsor on Decoration Day.

THE rumor that George Hendee would return to the path this season, seems to be without foundation.

THE Rutland, (Vt.) Bicycle Club is no more—Cause, bad roads and matrimony. Again we wonder why cycling and matrimony do not mix.

THE Berkshire County Wheelmen of Pittsfield, Mass., propose to hold their annual banquet at Pittsfield, some time this month, and arrangements are now being made.

THE Brookline, Mass., Bicycle Club takes its annual outing June 16th, 17th and 18th, and will make the run along the North Shore, passing through Beverly and Manchester.

NEW HAMPSHIRE and the League are to lose a good cyclist in the person of Mr. H. M. Bennett, who has served in the capacity of Chief Consul for that State for some time past.

THAT Howard P. Merrill has got back to Springfield, at his old post on the *Union*, is readily observed by the fact the *Union* is stirring up the dormant cycling interest in that city.

MESSRS. BICKNELL and Woodward, of Waltham, met with an accident while riding their tandem in Newton last week. Bicknell sprained his wrist, and the machine was made a wreck; hence much sorrow and gnashing of teeth.

MASSACHUSETTS members, please refer to the official columns for particulars of the Spring meet of the Division. Make a note of this. The date is May 30th. Captains of clubs should report to Dr. Kendall the exact number they expect to bring.

THE road commissioners of Brockton, Mass., have been doing a good piece of work this spring by macadamizing a portion of Broad street, between the corner and the depot. Now let them continue this kind of business for a few years, and we will have good streets.

ALFRED HALE and Victor Kuhn have arranged a twenty-five-mile match for \$50 a side, to be run over the McCurdy course, starting in Waltham. The date fixed is May 30th; the hour of starting will be named later on. There is blood on the moon, so they say.

WANTED: A small boy with large muscular development, lots of patience, and chock full of discretion. Knowledge needed, only to be able to turn the crank of a cyclometer-attached bicycle that is standing on its head in my back yard. Address, Road Record Fiend, Podunk, Mass.

THE Springfield wheelmen will probably have a grand field day on the 30th. Great effort is being made to have a grand parade of riders, of both sexes, and then a picnic at Whitman's Grove, Agawam. Captain Eldred and Howard P. Merrill have the scheme in charge. It is hoped to have 300 riders in line.

OFFICER RYAN, of Newton, Mass., had Charles G. Musans and Walter M. Willett of Cambridge in court Tuesday afternoon for violation of the city ordinance in riding bicycles on sidewalks. They were each fined \$3 and costs, and that is just as it should be. The roads of Newton are good enough for any bicyclist.

JAMES NORTH, a young man residing on South Main street, Hartford, Conn., broke his leg just above the ankle, last week, while riding his bicycle. The accident was a peculiar one, the young man being thrown while attempting to cross the tramway tracks. The fall was not a severe one, but he caught his foot in such a way as to break his leg.

THE road officers of the Jamaica Plain Cycle Club of Jamaica Plain, Mass., have offered a gold medal to the member attending the greatest number of club runs for the season. In order to receive same, the member must have attended at least two-thirds of the runs called. The medal is to be awarded at the next annual meeting in March.

HARRY L. HARVEY, who was arrested in Providence a few weeks ago for the larceny of bicycles in Malden and in Everett, and who is now in Cambridge jail awaiting the action of the Grand Jury, turns out to be a well-known criminal, having served two years in Dedham jail for breaking and entering, under the name of Richardson, and is said to have served in several other institutions.

A BRIDGEPORT, Conn., exchange says that "the wearing of long trousers and Derby hats, on club runs, is in poor taste and should be discouraged." We agree; but we should think the discomfort of the individual in riding thus dressed, would be "discouragement" enough. By the way, they have a "daddy longlegs" in Bridgeport, who bestrides a 62-inch bicycle.

OUR FAMOUS AND PATENTED RAMS-HORN BAR.

ORIGINAL AS IS OUR ENTIRE BICYCLE.

POET HURON, Mich, April 14, 1888.
I much prefer the Rams-horn to the Spade handles. The Spades admit of but one attitude for the hand.

LITTLE FALLS, N. Y., April 17, 1888.
In regard to the relative merits of the Spade handles, and Rams-horn Bar, I would say: that for hill climbing there is no comparison, the latter being far superior to the former, but for ordinary level road riding, one is perhaps as good as the other, and both are far better than any other form.

HORNELLVILLE, N. Y., April 18, 1888.
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all.

PROVIDENCE, April 14, 1888.
In answer to your inquiry about Rams-horn and Spade bars, we think the former preferable and better liked this way.

ELMIRA, N. Y., April 16, 1888.
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar made. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made.

FLINT, Michigan, April 15, 1888.
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing.

MINNEAPOLIS, Minnesota, April 16, 1888.
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.

BAY CITY, April 13, 1888.
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars, too, never hurt the fingers in stiff pulls at hill-climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good lift up a hill give me the Rams-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Rams-horn bars, especially since you have served the handles on.

LYONS, KANSAS, April 12, 1888.
We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward

dismount, they are more apt to retain the rider in their fell embrace. We think that this is an error and that there is no more danger than with C. H. bars.

WARREN, PA., April 12, 1888.
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel.

LOUISVILLE, Ky, April 11, 1888.
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.

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I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others.

I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with.

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We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

MOST COMPLETE CATALOGUE PUBLISHED, ON APPLICATION.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Ave., and 100 Sudbury St., Boston.

Marlboro' Club Tricycle,**Marlboro' Tandem,****Swift Safety,****King of Clubs Bicycle.**

FULL DESCRIPTIVE CATALOGUE FREE.

The Coventry Machinists' Company, Ltd.,

239 Columbus Ave., BOSTON.



THE MARLBORO' CLUB TRICYCLE.

**SINGER CYCLES**

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.**"APOLLO LIGHT ROADSTER," 50-inch, \$130.**

Highest grade Wheel made; Ball Head; Spade Handles; Detachable Bar.

"CHALLENGE" ROADSTER, 50-inch, \$100.

The best machine ever built for the money, including Spade Handles and Detachable Bar.

"CHALLENGE" ROADSTER NO. 2, 50-inch, \$75.

A thoroughly good roadster bicycle, with coned rubber pedals.

THE "SINGER" SAFETY, \$135.

Fast; safe; a great hill climber and coaster.

"MINIATURE" SAFETY, \$60.

For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; adjustable coned bearings.

"MINIATURE" TRIOYOLE, \$70.

30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

"S. S. S." TRIOYOLE.

No. 1. For Gentlemen.....\$175

No. 2. For Ladies or Gentlemen.....175

(The above furnished with "Singer's Patent Axle and Bridge.")

No. 3. For Ladies or Gentlemen.....160

SPECIAL "S. S. S." TRIOYOLE, \$185.

30-inch side wheel; 28-inch front wheel. Convertible for Lady or Gentleman

"S. S. S." TANDEM, \$250.

Steered by either rider.

"TRAVELLER" TANDEM, \$235.

40-inch side wheel; 22-inch trailer.

THE "VELOCI-MAN" TRIOYOLE, \$195

The only practical Hand Power Tricycle for Invalids.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.

'Tis true in this century, as of old, that if the mountain refuses to progress towards Mahomet, why, then the prophet must perforce proceed to the mountain. We are led to remark thereby, as we hear that the Springfield Bicycle Club have voted to hold their Fall Tournament at Buffalo on the dates of September 4, 6, and 8. A remarkable resolution, and one without precedent, we think?

FIVE members of the Cambridgeport Cycle Club participated in their century run to Providence last week. They arrived at twelve o'clock, and were cordially welcomed by Messrs. C. N. Tucker, F. N. Doule, and others of the Rhode Island Wheelmen. After visiting the principal place of interest, they started for home at three o'clock, arriving at nine o'clock; distance ridden, one hundred and six miles.

AT Chestnut Hill Reservoir last Thursday evening, a couple of fair damsels from Waltham captured a tandem tricycle. They mounted and started away full of joy and glee, but, alas, pride cometh before a fall, and in this instance the fall came d—q—. The pair were badly shaken up and went away sad and sorrowful, leaving the tandem and their joy and glee all in one little heap. The names are suppressed "by request."

CHARLES WHITWORTH, of Biddeford, Me., had a \$40 horse and \$135 bicycle. He keeps these in the same barn. The horse knocked the bicycle down and walked all over it. The bicycle is a wreck, the horse is O. K. Charles is mad and the air in the vicinity of Biddeford has had a sulphurous odor for the past few days. It is kind of tough to have a \$40 horse do \$135 worth of damage, and if we were Charles we should talk old English also.

AN ice machine has been invented by Mr. Joseph Heidorf; it is described as having a driving wheel 52 inches in diameter, with spurs on tires, furnishes the power; and this wheel is set in a huge skeleton frame of iron, with steel runners. The machine is propelled by cranks or by pedals. The rider sits on a seat on the driving wheel, in about the same position as riding a bicycle. There is a lever to raise or lower the driving wheel to any desired height; and brakes are provided that it may be stopped instantly when in motion. The propeller is six feet high, seven feet long and weighs 158 pounds. Mr. Heidorf says it cost him over \$400; but he thinks many improvements may be made and that the machines may be turned out for \$40 or \$50 each. Last March he tried the propeller for a short distance on the Hudson, and it worked in a satisfactory manner. He also thinks it can be used to advantage on a heavy crust.

NEWS**AND COMMENT.**

If any one doubts that the Buffalo Tournament will not prove a success, they have only to know that Henry E. Ducker has resigned his position with Gies & Co., and will devote his entire time and attention to the affairs of the coming tournament, to have the doubt vanish. This will give the venture an assured successful ending. We wish Mr. Ducker every success as Manager and Director of the Buffalo Tournament of 1888.

We desire to offer our congratulations to Sam Hollingsworth, in that he has taken unto himself a partner for life.

CYCLING photographers pay attention to the advertisement of the Boston Camera Co., that appears in these pages.

MASSACHUSETTS L. A. W. members are referred to the official columns for particulars in regard to the spring meet of the Division.

We hear that Mr. Ducker has invited Mr. Hillier to referee the Buffalo tournament. We hope it is true, and we hope, if so, that Hillier will accept.

GOODMAN BROS., of Hartford, will issue the usual official score cards for the Baltimore races, and will issue for all the important meetings to be run this season.

We have to thank Mr. J. A. Chase, of Pawtucket, R. I., for one-half dozen copies of a map showing the best route between Boston and Providence, via Cobbs' Tavern.

MASSACHUSETTS members should read the advertisement of the Merchants and Miners line of steamers, which will land them in Baltimore and bring them back at low rates.

The price of the Connecticut Road Book to League members outside Connecticut, is \$1.50, but to the Connecticut Division members the price is \$1. The edition is selling like hot cakes.

To Chief Consul Dr. Cooley, of New Jersey, and Dr. S. A. Defoe, of Washington, N. J., is due most of the credit of getting the Liberty Bill of that State through the legislature. Dr. Defoe was particularly active in getting the bill passed.

It seems our Newark correspondent made an error in the statement to the effect that the Pleasure Bowling Club, of that city, had joined the Atalanta Wheelmen.

The rains out West, in Springfield, Ill., have been so frequent and heavy this spring that the wheelmen out there, when they go for a run, speak of it as taking a "sail" or a "paddle."

We have just discovered in our *Wheelman's Reference Book* that the date given of Dick Howell's birth, 1868, was an error. The *errata* in the *Reference Book* gives the correct date at 1858. This makes Howell's age 30 years, just as we supposed.

This looks as though a protest might be entered: "There are 70 entries for the great Pullman Chicago road race!" If they all start, or even a good proportion of them, we think it will be too much to expect that the public will quietly acquiesce.

CAPTAIN S. WALLIS MERRIHEW, on behalf of Frank M. Dampman, B. F. McDaniel and himself, all of Wilmington, Del., challenges a team of any four men from Philadelphia to a twenty or twenty-five mile road race. The route to be on the Lancaster pike.

AN earnest inquiry is made by an exchange as to the whereabouts of McCurdy. When last we heard of him he was travelling towards the setting sun in search of some one to back him for \$500,000 vs. time; McCurdy to hold the stakes and to be given twenty-four hours start.

A COUPLE of Britishers thus discoursed: "Yes," said No. 1, "we have lots of cycle papers, but I am afraid there is no cycle literature of any value." Then No. 2 got in his work, and said, "I'm not so sure of that, I've heard my father say that the cyclo-pedia is one of the most valuable works published."

ALL bicycle riders going to the Irvington-Milburn, N. J., race, on Decoration Day, should not fail to call at H. A. Smith & Co.'s store, in Orator Hall, Newark, and stock up on sundries. Responsible riders not wishing to drag their wheels from New York or Brooklyn, can hire any kind of wheel from this firm, for the day. Make note of it and act.

"In the suit of Gormully & Jeffery Manufacturing Company vs. the Pope Manufacturing Company on the Duryea saddle patent, heard in the Circuit Court in Chicago on the 14th inst., the court decided for the defendant and dismissed the case. The Gormully & Jeffery Manufacturing Company prayed an appeal, which was allowed upon their filing a bond."—*Globe*

The development of inventive genius in the Nutmeg State is something extraordinary and peculiar. Nothing more unlike all previous methods used in road-book making could well be conceived, than the plan upon which the new Connecticut book is constructed. The advantages of this method over the old tabulated route system are so apparent that it will doubtless be used hereafter in States where suitable maps can be obtained to make it practicable.

The following is a list of towns and cities through which the proposed path to New York is to pass: Milford, Stratford, Bridgeport, Fairfield, Southport, Sangatuck, Norwalk, South Norwalk, Darien, Stamford, Riverside, Cos Cob, and Greenwich, in Connecticut; Portchester, Rye, New Rochelle, Westchester and Morrisana, in New York. A special appeal is made to wheelmen of New York City, Harlem and Brooklyn, as it affects them in particular, and its success depends greatly on their aid.

THE Providence party came to Boston last Monday as announced in our last issue. The day proved fine, and the roads were found in excellent condition. Dr. Emery and Captain Lowell, of the Roxbury Club, together with Captain Kendall, of the Bostons, did the honors on behalf of the local riders. After riding all day, and after a good dinner, the party all went to hear Mansfield, in "Monsieur." The 11 P. M. train for home was then taken, and all the tourists put the 21st down as a red letter day in their personal history.

A. B. II., WRITING from Kankakee, Ill., under date of May 15, says: "It deeply pains me to make the announcement that Geo. F. Crawford, one of the nine men who made the through trip of the Southern League Tour last year, from Philadelphia to Staunton, Va., died last week, after an illness of about a month. Mr. Crawford was one of our oldest riders, in point of experience, the soul of honor, a splendid fellow, a christian gentleman, and an enthusiastic admirer of the wheel. At the time of his death he was President of the curl organization of Co. H., Illinois National Guards, and President of the Kankakee Bicycle Club. A magnificent broken wheel was among the floral tributes at the funeral."

We clip the following from the New York Press: "A development of the tricycle which we have not seen over here yet, but which seems destined to play an important part in European war-

fare; this is the so-called 'centipede.' It consists of some twenty-five or thirty tricycles fastened together in a long line, and it carries soldiers and their ammunition. * * * At first sight one would feel disposed to be rather skeptical as to the working of the machine, because of the great and unequal strains which must come upon it." Yes, "rather skeptical" is good. We have a feeling that way, especially as to the "twenty-five or thirty tricycles fastened together in a long line." Our friend of the *Press* is about eighteen to twenty-three tricycles too many. Singer's War Cycles have from four to seven pair of wheels. This type is *not* the success that was expected.

ANENT MR. HILLIER, THE ANCHOR AT RIPLEY AND SEVERAL OTHER DIVERTING MATTERS,
BY "JACK."

THERE are many more pretentious hostilities in merry England than the little Anchor Inn at Ripley, in sweet Surrey, but few indeed that are so dear to the cyclist.

To-day I had the pleasure of riding with Mr. George Lacy Hillier from the "Angel," at Ditton, to the "Anchor." Mr. Hillier was mounted on a big 58-inch "Invincible," while I trotted along on a dwarf safety. I hope that I shall never again say an unkind thing about Mr. H., for he is as pleasant a gentleman as I have met in some time, and his chat on cycling is interesting in the extreme. The man who thinks that Mr. G. L. H. is "anybody's fool" makes a big mistake. He knows more about cycling in a minute than most authorities (?) do in a life-time, and he's still quite fast, enough for the majority of the Ripley Road fiends. Speaking of the races between Rowe and Howell, and which Howell has won from Rowe, Mr. Hillier gave it as his opinion that Rowe was clearly jockeyed by Howell in every race. "You see Howell has had such a lot of 'miscellaneous practice' with all kinds of riders, while Rowe has been racing against a lot of men whose times and tactics were practically known."

Mr. Hillier looks for a great many more good performances from his *protege*, Freddy Osmond. He says: "If Osmond will do just exactly what he is *told* there is no telling where the mile record will be put when he 'fills out' a little bit. You see Osmond has shown such remarkable form for a boy of nineteen years, and I do not think he is at anything like his best. Why, I was down at the palace track a few days ago with Freddy, and although I was on an ordinary, Freddy could do almost as he pleased, he being mounted, at the time, on his trike." (And G. L. H. is not such a slow pace-maker yet, by any means (note).) Mr. Hillier says he thinks Woodside, if properly handled, could surprise everybody, even himself. "Why Woodside has never done anything like what he might do, if handled *carefully*."

To-day the

"BOUNDERS" ARE OUT

on tall ordinaries in large numbers. "Boulder" is a term used to designate the peculiarly loud and offensive mortal whom we often unthinkingly term a "cad." Mr. Hillier, in chatting on this subject yesterday, showed that he was a much kinder and more charitable mortal than the American press has generally given him credit for. "Speaking of those cads on castors," said Mr. G. L. H., "I am glad to see them on the road. Why, it is much better than loafing around the public houses. True, they may get thirsty on the road, and if they do drink a little they earn it. You can't always blame a man for being a 'cad.' In nine cases out of ten he is a child of circumstances, and his behavior is only a reflection of his up-bringing. And then when he sits down at the cyclist's *table d'hôte* on Sunday, at the 'Anchor' or the 'Angel,' he finds that he is a kind of 'white crow,' and that fellows walk around him. Next time he comes down the road he will do all he can to arouse no comment, and gradually, by force of imitation, he throws off some of his barbarisms, and becomes more after the manner of a quiet member of society. Oh I wish," said Mr. Hillier, "that some charitable institution would gather in all the boulders, teach them to ride, and send them out to enjoy the green fields and fresh air on Sundays, instead of guzzling over pots of beer, and telling blue stories in some low public house." And this from a man who has been called anything but liberal and open-hearted. You see, Mr. H. is like any other man who has been, unquestionably, a pioneer, authority and leader. There are always howls of disapproval, and dyspeptic wails of discontent from the envious opposition.

"JARGE" IS ALL RIGHT,

take my word for it. I have written some billions paragraphs about this man, which, since I have met and studied him (and he is a study), had better been left unwritten. There are more men than Mr. Geo. Lacy who doubt some of the Springfield records. I trust that the day of makers' amateurism and marvelous records (?) is past, and that "teams" are going out in popularity.

With the revival of amateur racing we might expect some good. Why, the ancients were more than content with a wreath of laurel. They were after glory, and not gate receipts. Let us have some good amateur road races this season. Why not have a fifty-mile or 100-mile road race over the BICYCLING WORLD course, open to any American amateur? Hang this money, money, money business. Get the girls interested. Get a few prizes made by feminine fingers fair. Choose a sponsor and maids of honor to give the prizes, as they do at the tilting tournaments in the South. Invite all the girls you know, and let us have some races run from start to finish, when a little pluck and muscle are used in place of the present fashion of cold blooded statistics, which result in slow time and disgusting last lap races. Let there be a time limit to all events, and let the best man win. Let us leave jockeying, cheating and swindling to the "pros." Who would not rather win a pretty pair of slippers,

WORKED BY A PRETTY GIRL,

and have her present them herself, than all the abominable cups or shields that ever stood sentry on a jeweller's show case. Who?

Jack Keen, "the old war horse," has been at work on a pedal for safeties, which is, I think, a fairly good contrivance. I made a trip to his works yesterday to inspect it. I think that Bown (the ball-bearing man) is going to experiment with it. It *seems* to be a good thing, and would get over that common cause of tumbling off a safety, striking a large stone or other obstruction with one of the pedals, and being bounced immediately. Those who have ridden the rear-driving safety on rough ground will understand this. Keen has got an order for six water cycles for the "Salvation Army" (small endorsement), to make missionary psalm-singing trips up the canals of merry England. By the time that "slow old Jack" gets the frame-work made, the "S. A." may have passed out of existence. There is a good chance for some real live American cycle manufacturer to make a good toe clip. While these things, as they at present are made, are grand things for getting over dead centres, and getting a little upward pull when the pedal is coming up, yet they are (those I have examined, some four patterns) dangerous in the extreme. I think that I have an idea that will knock them all out, which I shall submit to an American maker when I return. It is simple, inexpensive and light and does not rattle. I have also a device for tightening the chain on safety tricycle, which has, I think, certain merits over those devices at present in use.

As I write, Sydney Lee, the Pope Manufacturing Co.'s English agent, is lying on the sofa, spouting extracts from the Pickwick Papers. The noise of this literary treat may have had something to do with this hap-hazard letter.

THE GREAT CENTURY RUN.

NEW YORK TO PHILADELPHIA, JUNE 16, 1888.

For full particulars see the "World" of issue of May 4.

SUMMARY: Rendezvous—Newark, evening of June 15th; Friday, leave Newark at 4 A. M.; Saturday, June 16th, via High street and Frelinghuysen avenue, down the latter to the cross cut below Waverly, to El Mora, to Cranford, to Westfield, to Plainfield, (short rest), to Bound Brook, to Sumerville, (rest and refreshment), to Trenton via Pennington, (Dinner), to Bristol, with a choice of routes from the latter town to Philadelphia.

Headquarters at Newark, the Continental Hotel. Dinner at Trenton, at the Trenton House, 75 cents.

The run will be under the command of Capt. Clarke from Newark to Plainfield; under Capt. Martin from Plainfield to Trenton; and under Capt. Crozer from Trenton to Philadelphia. For "Capt. Martin," in last week's notice of the change of command, read Capt. Camp.

Club captains and all unattached riders are requested to report at the headquarters as soon as they arrive, for assignment to places in line. Unattached riders are requested to state, when they send in their names, to which club they prefer to be assigned, if they have any preference.

Mr. W. E. Fuller, of the Brooklyn Bicycle Club, and W. F. Murphy, of the K. C. W., are hereby appointed two of the buglers of the run—two New Jersey buglers are desired.

THE design for the silver memento not having been finished satisfactorily, the exact cost cannot be announced yet, and it is rather doubtful whether they are made at all.

A run around the Oranges will probably be made on Friday, the 15th, by those of the century runners who arrive on time.

The committee wishes to hear from clubs of Sumerville, New Brunswick, Roselle, and all other wheelmen on the route who desire to join the run, and have not received special invitation.

All suggestions will be welcomed.

L. A. CLARKE, Secretary,
25 Broad Street, New York City.

BALTIMORE
AND THE

Ninth Annual L. A. W. Meet.

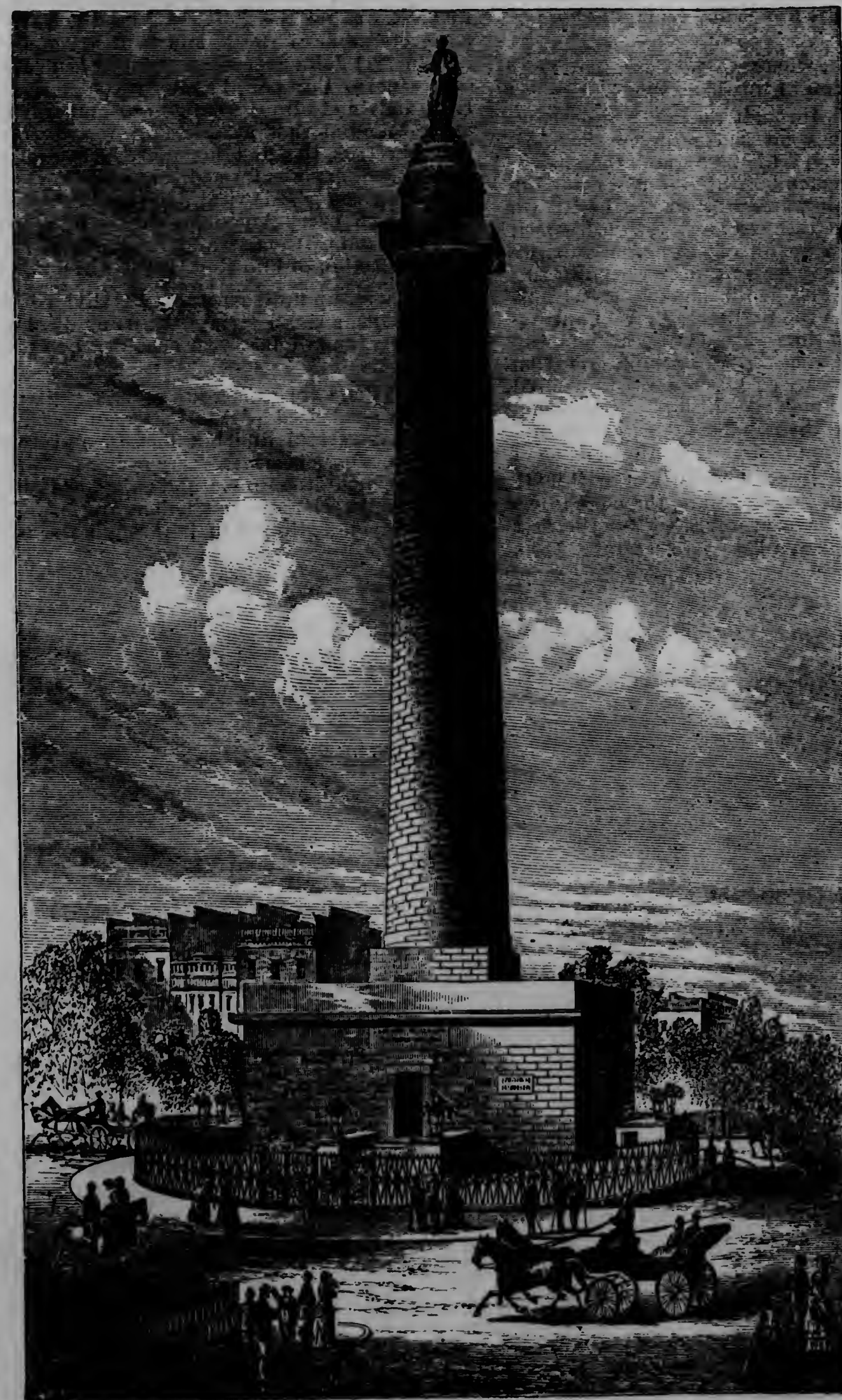
It may be interesting at this time, to the members of the L. A. W. and cyclists generally, to know something concerning Baltimore, where the Ninth Annual Meet will be held on June 18, 19, and 20. To do so, we will first introduce our reader to a brief historical sketch of the city, then the attractions surrounding, from a cyclist's standpoint, and the programme to be carried out during the three days in June.

The present site is the fourth location of the city. Original Baltimore was on Bush river; the second on Forster's Neck; third at Joppa, and the final one on the branch of the Patuxent river, about fourteen miles from the Chesapeake bay.

Baltimore is 115 years younger than New York, a century younger than Boston, and has seen 45 years less of life than Philadelphia, although born herself in 1730.

Whilst George Washington was first in peace, war and the hearts of his countrymen, the chief city of Maryland occupies that position in regards to many other "mundanisms." Let us take a short stroll and gaze on some of them, starting from Barnum's City Hotel, the first hotel of any size ever built in America, it is but a few steps to Battle Monument, erected in honor of the sons of Baltimore who fell in the battle of North Point, in 1812, when the British were beaten back, Washington saved, and the national anthem, "The Star Spangled Banner," born. That shaft, jeweled by the names of those who fell, is the only one erected in the country commemorating the second war against Great Britain. It stands in what is termed Monument Square, where most of the important political open-air meetings are held. Across from it to the eastward, is the new postoffice, which reminds us that Wm. Goddard, of Baltimore, established the present postoffice system.

Continuing our walk to the eastward, along Fayette street, pass the City Hall, which, by the way, is one of the few public buildings in the country built within the original appropriation, we reach the Holiday Street Theatre, the third of its name, from whose stage was first sung the words of "The Star Spangled Banner," that have since echoed from the forests of Maine to the grassy plains of Texas; from the frontier of Washington Territory to the everglades of Florida.



WASHINGTON MONUMENT.

families that cluster around it, one can hardly realize that in 1814, when the corner-stone was laid, and for years after, the Monument stood in the midst of a woods.

Whilst contemplating the shaft, and reading the different "commemorative" inscriptions, one's thoughts naturally revert to the infancy of our Republic, and we find that the Continental Congress assembled in Baltimore, and invested General Washington with dictatorial powers; it was here the two cruisers, the "Hornet" and the "Wasp," were fitted out, being the beginning of the American navy; the "Virginia," the first frigate of the navy, was built here; it was

Continuing east to Gay street, we find Odd Fellows' Hall, and learn that in this city the first Lodge of that Order in the country was formed by Thomas Wilkey, to whom a monument has recently been erected, and here their first building was erected.

Going south, down Gay street, and turning west on reaching Baltimore street, we soon reach the iron buildings of the *Sun* and of the *American* newspapers, the latter established in 1773, whilst the former was the first paper in the country to use the Hoe type-revolving cylinder press. It was here the first Sunday newspaper was printed.

Passing on up to Charles street, we turn to the north, we pass the Masonic Temple, and a little farther, on the opposite side, the Young Men's Christian Association building, which recalls to us that the first temperance society was formed in this city.

On reaching Mulberry street, we see, looking to the left, a large dome, that recalls a Turkish mosque; it is the top of the first Catholic Cathedral erected in America, and we remember that the first general council of the Catholic clergy was held here, the first Archbishop of the Church appointed, the first Catholic theological seminary was opened, and the first Sisters of Charity organized.

It is here, also, that we get the first good view of Washington's Monument, which stands at the intersection of Charles and Monument streets, so continuing our walk, we soon stand at the base of the first column ever erected to perpetuate the memory of the father of his country. Whilst alternately gazing on it and the handsome residences of the wealthy

here that the Declaration of Independence was first printed, and the first military company in the province was organized.

In the north square from the Monument is the bronze statue of Roger Brooke Taney, the illustrious Chief Justice of the United States. It is the gift of Mr. Wm. T. Walters, to the city, and the groups of Bartholdi, in the west square, are also his donations.

On the northeast corner of the square from the Monument, is the Mt. Vernon Methodist Church, and whilst viewing it, one is apt to recall that the first Methodist Episcopal Church in America was organized here, and here the Methodist Protestant denomination was founded.

It was in this very Howard's Park, where we now are, that Peter Carnes made the first balloon ascension in this hemisphere.

Retracing our steps down the hill, through the south square, up which we came, we stop to admire what is considered the most shapely cup ever carved from marble. Whilst we watch the glistening water pouring over its rim, we remember that the first company ever organized to supply a city with water was started here. On reaching Baltimore street we again retrace our steps to South street, and as we pause to read the bulletin boards of the newspapers, we recall that the first telegraphic message ever sent was received in this city from Washington, and the first President's message ever transmitted by wire was sent exclusively to the Baltimore *Sun*. Continuing on down to Gay street, we turn to the right and traverse our way to Pratt street. Here we find ourselves at the water front, and from here along Pratt street to Light, a distance of four squares, transpired the chief portion of the incidents that make the history of that memorable day, 19th of April, 1861, when the populace opposed the progress of the Massachusetts volunteers on their way to the defence of Washington, in response to President Lincoln's call for 75,000 men.

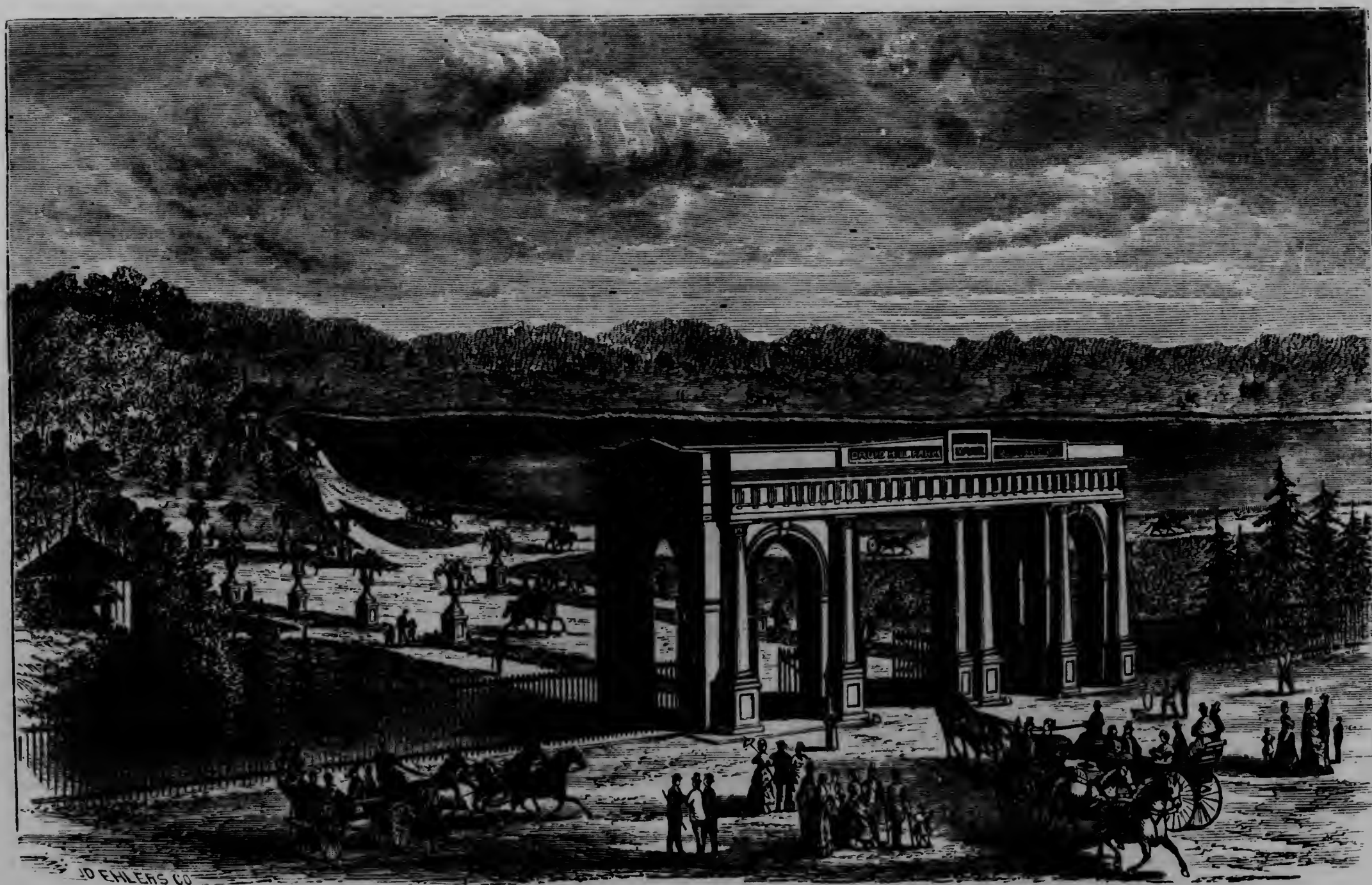
Straight out Pratt street to the west, lies Mt. Clare, the most interesting and momentous place that I have ever visited, for the first American railway was here started. From here, on August 28, 1830,

Peter Cooper made the first journey by steam cars ever made in America, from Baltimore to Ellicott's Mills, distance about thirteen miles, time 57 minutes. I don't think any city could wish a prouder honor than that, but when we add that Baltimore was also the mother of Gas Companies, we can afford to let other cities claim priority in lesser things.

Let us now take a Fort avenue car and ride to Fort McHenry, which is situated on a narrow strip of land, called Locust Point, lying between the north and middle branch of the Patapsco river. Before reaching the Fort we pass the various coal piers and the grain elevators of the B. and O. R. R., and we are again reminded that in 1771 John Stevenson shipped from Baltimore the first wheat ever sent to Europe. Passing through the gateway, we enter the Fort, and in strolling from gun to gun and rampart to rampart, we bring to mind that at this Fort was organized, by Major George Peter in 1808, the first horse artillery, and later, in 1813, the first marine artillery was formed. But the Fort gained its undying fame by having composed within its ramparts "The Star Spangled Banner," which every American cheerfully sings, "Long may it waive over the land of the free and the home of the brave," with the perfect satisfaction of knowing that it will do so.

Baltimore, up until recently, was divided in new and old town by Jones' Falls, a small stream that runs diagonally through the heart of the city, and of late years has degenerated into an apology for a sewer.

Whilst there are numerous squares scattered around, the city has also two good sized parks—Patterson Park, in the eastern section, which has several fine hot houses, and Druid Hill Park, in the northern, whose beauties every cyclist coming to the Meet will have many opportunities to see and enjoy, as it lies adjacent to the club houses, and cyclist restrictions are few. The accompanying cut will give you a glimpse of it through the main or Madison avenue entrance.



MAIN ENTRANCE TO DRUID HILL PARK.

There are many other attractions about Baltimore that are common to all large cities; the theatres produce the standard shows, and there are many other places of amusement and interest. I

would advise any lover of art to visit the art galleries of the Peabody Institute, right across from the Washington Monument, and free to any who choose to enter.

TOURS AND RUNS.

The cyclist who cannot command a wheel at the Baltimore Meet in June, will be something analogous to the famous Dutch skipper who left his anchor at home. "When he *did* want it he wanted it bad."

One should not throw a brick except when occasion justifies, and then he should fire it in with full force. Baltimore has some of the finest roads for cycling in the world. There now, if that specimen brick has knocked the breath out of you, read on when you have recovered and be convinced. The old Hayseed told the ambitious



EDMONDS WELL.—DRUID HILL PARK.

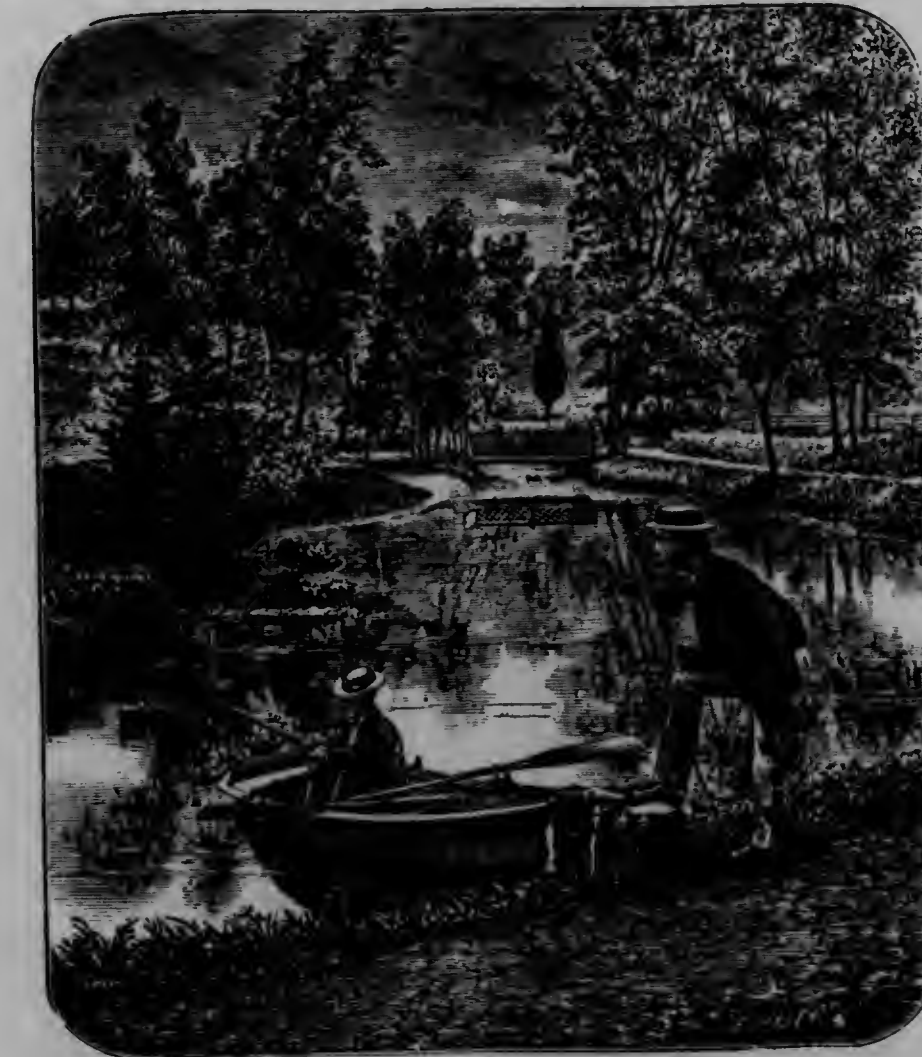
amateur sportsman there was "good huntin' in them parts," and so there was, for they hunted a week without finding a feather. But that is not the sense in which the economist of Baltimore roads is written. Conchologicaltown can boast of some pretty tough specimens of get-up-and-kick highways, but the cyclist seldom tackles these except when an overgorge of clams or other shell fodder induces an attack of incipient dyspepsia which he desires to overcome by heroic treatment. Then heaven bless the rocks and the rills, the sand and the hills. The writer can chew clams, watermelons, crabs, ice cream and soup, and lubricate on milk, soda water and cider, and then go out and find a road that will churn the whole combination into a blending regimen of harmonious internal economy, and he is not a very "healthy old duck" either. But that is not the route intended to be described, or that will even be illustrated to the League-Meet guest.

The description of the facilities for a spin on the roads about Baltimore must necessarily be crude and imperfect in this brief article. Only a general insight of the beauties of landscape and marine views can be given, or of the hard, smooth surface of the Pikes, the gritty evenness of the clay-loam dirt roads, or the exhilarating, velvety, yet hard, smooth surface of its shell roads. The latter, of which there are several, are the ones designated as the best in the world for cycling. The shell roads, when combined, are perhaps a hundred miles in extent, and the gliding motion of the wheel over them imparts a sensation that is almost indescribable by any other word than exhilaration. It is the intoxication of wheeling and the cyclist actually dissipates on his hobby whenever he "takes a spin down the shell roads." Spin? Yes, *spin*—with all the word implies. Let the following impart to you, in a crude way, the universal experience of any party of two or more who take a run on the shell roads.

As the pavement of the city is left behind, and the clean, white, level, smooth, velvety, yet hard, road-bed is struck—yes, *struck*—there is a little quick spurt, and yes, again, actually a yell of delight from the most sedate and unsympathetic cyclist. Nobody works, nobody steers, you just *will* your wheel to go and she goes—oh, how she *does* go. You can't help it—you are for the time being cyclor-sanctified. Soon you enter into conversation—quick, eager, conversation—the words eloquently rolling out in unison with the pedaling feet. You have heard the effeminate expression "twinkling feet," but you never saw it exemplified until you watched the *feat* ahead of you of him you have always known as a lazy wheelman,

Perhaps you are a rider who "likes to take things easy," but it makes no difference—you are entranced—you can no more resist quick pedaling than help giving expression to delight. When the novelty has a little worn off, and you realize that you "have just been going it," you say to your companion, "see here, old fellow, we are out for pleasure, and we don't want to use up this fine road too quick—let's take it slow," and down you come to an ordinary pace. Well, now, how long do you think that will last? Five minutes? Bet a brickbat to a brickhouse it don't last two. All slow up, and the conversation slows up in unison. Gradually and imperceptibly the speed increases and the tongue exercise blends until a slight up-grade (for there are no hills) or something of that sort brings the realization that you have "been going it again." Then you slow down, and then you speed up, and the whole trip, be it ten, twenty, a hundred miles, is a repetition in series of the above experience. Are you tired? are you "winded"? Great Scott, no—and how many miles have we been? Thirty, forty, fifty? "Well, I wouldn't have thought it ten." Say, fellows, forgive the homely erudition of an impotent pen, but the writer is talking to brother cyclists, he knows (they are all alike), and—oh, well, we're all right. The "tours and runs" part of this article will soon be finished, and then the other fellows can give you something refined and elegant if they want to. This is merely "a talk to the boys."

Assuming the cycling guest is stopping at one of the hotels in the heart of the city, mentioned in the "Official Programme," of which "The Carrollton" is League Headquarters, and desires to join in one or more trips of the runs and tours mapped out by Captain Fred. Pope, Chairman of that Committee; or that he "feels a yearning" to take a ride on one of the many roads hereabouts used by local wheelmen—wherever he wants to go—his first point to make, as a preliminary, is "Boundary" or "North" avenue, which is one and the same street, with merely the difference of local nomenclature. From that vantage ground it becomes only a question of choice of routes. To reach the avenue above mentioned, ask for Charles street and go straight out it; ask for Eutaw street and go straight out, debouching into Madison avenue and Eutaw Place. Either of these lead to "Boundary" avenue over fair pavements, where you can "strike out" in any direction chosen. The fact is, "guide board suggestions" are hardly necessary, for the wheelmen of the Maryland Division will be only too eager to meet and conduct guests to the haven of roads.



BOATING LAKE.—DRUID HILL PARK.

The finest and most unique road is the shell one before mentioned, but lacks the variety of scenery of some of the others. On the shell roads are numerous bayside resorts, where the delectable crustacea, in all its variety, is served, and where one may indulge the appetite while blissfully fanned by the salt sea air of the Chesapeake. All along these roads fairy glimpses of this jutting arm of the distant sea are had. One of them passes over the battle ground of North Point, and lands one at the lighthouse and the "jumping off" place; another leads to Middle river, while all are intersected by cross-roads made, more or less, of the same material—the oyster shell.

The York road, a pike to Towson, is very fair, and leads through pretty villas and up hill and down dale. Continuing on for an hour longer, and lovely Loch Raven is reached, where a five-mile level ride around one of the city water-works is delightful. One of the Meet runs, debouches from the York road or Charles street road to Bellona avenue, and passes through the pretty suburban village of Mount Washington, through some of the most romantic scenery imaginable.

Another famous road is the Reisterstown Pike, and over this route the ladies' run passes. This little tour takes one through Druid Hill Park, over "sandpapered" roads, through the most delightful scenery, riding through alternate sunshine and shade. The natural "lay of the land" in Druid Hill Park is as though Dame Nature had in view that object when landscape gardening came in fashion. Anything more lovely than a saunter awheel through the Park cannot well be imagined, and one can occupy a day on those roads and hardly pass over the same one twice. Emerging from the Park on the north side, the Pinlico road is found, with a surface almost equaling that of the Park. About three miles out the route crosses to Reisterstown Pike, an early English style of coach road that reminds one of Dickens and his descriptions of travel by that primitive conveyance. The scenery is quite English too, and here there appears the old coach taverns, and you almost expect to hear the bugle and see those old stable doors fly open and the relief horses dash out. Arriving at Pikesville, the old abandoned arsenal is an item of interest, and a rest under the grateful shade of its noble trees, and a draught from the old well, minus the oaken bucket and desecrated by a modern pump, is refreshing.

Back to the pretty but straggling village of Arlington, one may make a detour through Garrison avenue and over the Liberty Pike to Randallstown, through hills and dales rich in scenic effects, or through Wetheredville, Franklin, Catonsville to Ellicott City. Descending to the latter, the rider may test his mettle with a two miles coast, or descend quietly with breaks on, and enjoy a paradise of scenery. Returning by the same route, the famous "mile coast of shell road" is enjoyed. Breaks off and "let 'er go"—its all safe, and the experience of a lifetime to those who never have been over the route.

Roland avenue to Lake Roland and return to Mt. Washington via the West Falls Pike, is another favorite route.

Continuing the route from Ellicott City to the Relay House, all the way along the high banks of the Patapsco, is a most romantic ride, but should not be undertaken if there is any objection to hills.

The above comprises most of the main roads about the city, but detours are made *ad infinitum*. Every inch of the ground is alive with interest to the cyclist, and there is no hesitancy in affirming that the "tours and runs" of the Baltimore Meet will not be its least attraction.

A more detailed and definite description of roads and scenery might be given, but space is required by the writers who follow. All may be summed up in general terms—roads from the finest to fair, and none poor. Distances as great or little as individual taste dictates, and scenery and surroundings unsurpassed as a whole by any known combination of routes about any city in the country.

TRANSPORTATION.

For rates of fare to the Meet, refer to your BULLETIN of May 4th (Official Department).

THE THROUGH CAR ROUTE TO BALTIMORE.

The Baltimore and Ohio Railroad is the only one of the great Trunk Lines that runs its trains through solid from the West to the Atlantic seaboard. On the B. and O. the entire train of baggage cars, day coaches and sleepers is run through without change or transfer. This is a very important feature to Wheelmen, as through baggage cars do away with the necessity for frequent handling and transferring of wheels by inexperienced baggagemen.

Two solid trains are run through to Baltimore daily from Chicago, Cincinnati and Pittsburgh, stopping at principal points on the line, given in the schedule further on. The B. and O. has never exacted any charge for the transportation of wheels, when accompanied by their owners, and none will be exacted on the occasion of the annual Meet.

In addition to the unrivalled scenic attractions along the route, the B. and O. is the only line *via* Washington City, and it is only by the B. and O. that passengers are afforded an opportunity to stop over at the National Capital. Through sleeping cars are also run from St. Louis to Baltimore *via* O. and M. and B. and O. Passengers from the West make direct connection in Union Depot, at St. Louis, with O. and M. trains, and passengers from the South can either take the O. and M. at Louisville, or the B. and O. at Cincinnati.

If you start from any point in the Northwest, come to Chicago and take the B. and O. from there. From Detroit or Toledo you can

make connection with B. and O. trains at Deshler, Fostoria or Monroeville. From Cleveland, take the N. Y., P. and O. to Pittsburgh, where close connections are made with the B. and O. From Indianapolis and all points in Central Indiana, you can reach the B. and O. either at Cincinnati or at Columbus.

ROUTES TO THE MEET VIA RAIL.

Leave Chicago, 3.20 Saturday afternoon, June 16th, B. and O. R. R. Pass Auburn Junction, Ind., 7.42; Defiance, O., 8.37; Deshler, O., 9.20, connecting with party from Detroit, Toledo and Michigan points; Fostoria, O., 10.02; Tiffin, O., 10.23; Mansfield, O., 11.53; Newark, O., 1.40, connecting with car from Columbus. Reach Grafton, W. Va., 9.25 Sunday morning. Pass Cumberland, Md., noon, connecting with Cleveland and Pittsburgh. Pass Martinsburg, 3.35; Harper's Ferry, 4.08; arriving Baltimore, 6.45 Sunday evening.

Leave St. Louis, 8.00 Saturday morning, O. and M. and B. and O. routes, reaching Cincinnati, O., 6.30 evening; reach Grafton, W. Va., 6.15 Sunday morning; Cumberland, Md., 10.15; Harper's Ferry, noon; arriving Baltimore, 3.25 Sunday afternoon.

Leave Peoria, Ill., 11.05 Friday night, Wabash route; arrive Chicago, 7.25 Saturday morning. Day in Chicago. Leave 3.20 afternoon with Chicago party.

Leave Indianapolis, Ind., 4.55 Saturday afternoon, P. C. and St. L. Ry. Pass Columbus, O., 11.55 night; Newark, O., 12.00 night; Coshocton, O., 2.05 night; arrive Pittsburgh, Pa., 6.30 Sunday morning. Pass Altoona, Pa., noon; Harrisburg, 3.20; York, 4.48; arriving Baltimore, 6.55 Sunday evening.

Leave Buffalo, N. Y., 4.15 Saturday afternoon; Rochester, 7.00; Canandaigua, 8.05; Penn Yan, 8.48; Watkins Glen, 9.33; Elmira, 10.20; arrive Baltimore, 8.25 Sunday morning.

Leave Detroit, 2.45 Saturday afternoon, M. C. R. R.; Monroe, Mich., 3.58; Toledo, O., 6.00; Deshler, O., 7.25 evening. Here connect with B. and O. Limited, leaving Chicago 3.20 P. M.; arriving Baltimore, 6.45 Sunday evening.

Leave Cleveland, O., 11.10 Saturday night, N. Y., P. and O. R. R. Change cars Sunday morning, leaving Pittsburgh, 8.00 A. M., B. and O.; arrive Baltimore, 6.45 Sunday evening.

Leave Pittsburgh, Pa., 8.00 Sunday morning, B. and O.; McKeesport, 8.33; Connellsville, 9.50; Cumberland, Md., noon; arrive Baltimore, 6.45 Sunday evening.

From New York, Boston and New England points, centre in New York as per announcement to be made later. From New York and Philadelphia a special train service will be run.

Leave New Orleans, 8.05 Friday morning, L. and N. R. R.; Mobile, Ala., noon; Montgomery, Ala., 8.55 evening; Nashville, Tenn., 7.30 Saturday morning; Louisville, Ky., noon; arrive Cincinnati, 6.30 Saturday evening, connecting with train from St. Louis and West; arrive Baltimore, 3.25 Sunday afternoon.

From Shenandoah Valley and points on the Western Maryland R. R. and its tributaries, correspond with W. S. Bombarger, Hagerstown, Md.

From Richmond and points on the Piedmont Air Line, and other lines from the South, correspond with J. T. Chism, Local Chairman, 10 East Lombard Street, Baltimore.

VISIT TO WASHINGTON, D. C.

For the benefit of those who would care to make a trip to Washington after the close of the Meet in Baltimore, it has been arranged with the B. and O. R. R. that Excursion Tickets be issued to L. A. W. members, on June 21st, at \$1.20 round trip, good to return on the 23d. Chief Consul Atwater, of the District Division, will have committees in readiness to receive and escort any visitors to the Capitol on these days, and special entertainment will be provided on Thursday, 21st.



CAPITOL.—WASHINGTON, D. C.

CREDIT.

Our thanks are due Mr. Geo. W. Howard, of Baltimore, Publisher of "The Monumental City, Its Past History and Present Resources," for his kindness in allowing the use of the Engravings, in this issue, relating to Baltimore City.

RHODES ACCEPTS.

WILLIAM A. RHODES sends the following letter to the WORLD: As there has been some considerable unnecessary talk regarding my accepting the challenge of P. Berlo, or Emerson's unknown, I wish to say, through your columns, that, as soon as my present engagements are off, which will not be until after the L. A. W. meet at Baltimore, I will ride a race with either of them with my Springfield Roadster road wheel, and shall expect them to ride road wheels, once around the track at Chestnut Hill reservoir, for from \$100 to \$250 a side, and Charles Daniels, my trainer, stands ready to act for me by putting up a deposit at any time these parties will name, at your office. WILLIAM A. RHODES.

FORD HILL, PHILADELPHIA.

We are indebted to the American *Athlete* for particulars in regard to the grades and distances in this celebrated hill. The length is 2039 feet; the average grade, one foot in 12.45; the steepest is one foot in 7.99. Now in order to make comparisons of all the great hills on which famous contests have taken place, will some one in the Oranges give us the grade of Eagle Rock, and will some good Samaritan in St. Louis give us the grade of the De Soto Hill? We can then publish a comparative table, which will be of great value and interest. If Ratchet, of Newark, will give us Eagle Rock grade, and Linneus, of St. Louis, sends us the grade of Kimswick, we can then proceed.

THE CRAWFORDSVILLE (IND.) RAMBLERS' TOUR-NAMENT.

will be held at the Fair Grounds July 4th, on their new quarter-mile bicycle track. This is the only one west of Cleveland. The events are: One-mile novice, two-mile handicap, one-mile 3.30 class, one-mile open, half-mile flying start, one-mile State championship, two-mile lap race, one-mile 3.15 class, one-mile handicap, consolation race. Handsome and valuable prizes given for all the events. L. A. W. rules to govern all races except the fifth. The entrance fee to each event is 50 cents; entries close June 28. Races are to begin at 1.30 P. M., sharp. For further particulars, address, Alonzo J. Lee, Secretary and Treasurer, Crawfordsville, Ind.

VICTORY FOR TEMPLE.

LONDON, May 21, 1888. A ten-mile bicycle race was contested at North Shields to-day between Wood of England, and Temple of America. Temple shot away on the last lap and won the race easily. Time 30m. 1 2-58.

WOOD TAKES A RACE.

LONDON, May 21, 1888. The ten-mile bicycle race at Birmingham, Saturday, was won by Wood, with Temple second and Knapp third. There were 10 contestants. The distance was covered in 31 minutes. All of the Americans won heats in the one-mile handicap.

ROWE BEATS THE SCOTCH CHAMPION.

Rowe had an easy time with J. D. Lumsden, the Scotch champion, in his five-mile race at Edinboro', May 7th. In the last mile Rowe ran ahead and kept extending his lead, so that he finished at the tape some thirty yards to the good. Time, 19.46 1-2.

RHODES-BERLO-UNKNOWN.

THE backer of the bicycle unknown who recently challenged Berlo or Rhodes to a road race, called at the *Herald* office yesterday, and left \$25 as a forfeit for a race with either of the above men whom he has challenged. I am particularly anxious to have my unknown meet Berlo first, said he, but if Berlo does not want a race, Rhodes will do very well. I will be at the *Herald* office on Wednesday afternoon next at 2 o'clock to meet Berlo, and next Monday I will call at the *Herald* office to meet Rhodes or his backer Daniels. My money is up; now let them cover it.—*Herald*.

ERRATUM.

NEWARK, N. J., AND NOT JERSEY CITY.

Why our pen and our brain should have compassed the error of writing the site of Oraton Hall, and the establishment of Howard A. Smith & Co., as Jersey City, is past our comprehension. This live and enterprising firm is domiciled in Newark and Orange, N. J. A careful perusal of their extensive ad. in last week's paper, and also in this, will convince the bicyclist that Howard A. Smith & Co. carry a stock of sundries second to none in the universe. See their advt.



J. PURVIS-BRUCE—"JACK."

ABOUT one year ago we received a communication from a gentleman in Minneapolis, who used the *nom de plume* of "Jay Pheobe," and during the twelve months that this gentleman has favored the readers of the WORLD with his exceedingly readable letters, he has become to be looked on as one of the ablest writers on cycling matter in existence. We know our readers would like to know what manner of man Mr. J. P.-B. looks like, and so we take pleasure in presenting the above excellent likeness. Popular alike in this country and abroad, we shall be glad to have him back with us again. Mr. Purvis-Bruce is a cyclist of ten years' experience, and he is well known, not only in the cycling press, but also in the general press. His other *nom de plumes* are the well-known "Gentleman John," and now "Jack."

Born at sea, off Cape Horn, on board the "Great Victoria," en route from New Zealand to England, of Scottish parentage, his father, a Southerner, a Mississippi cotton planter, and a "rebel" during the late "difficulty" between the blue and the grey, Mr. Purvis-Bruce has been much troubled as to which country claims him.

Mr. Purvis-Bruce, besides being a popular cycling scribe, is a very fair rider, and has taken good places in stiffish road races, on bicycle, tricycle and safety. Newspaper work seems to be his choice, for though Mr. Purvis-Bruce has been left comfortably and out of the reach of want, he turns to it as an occupation, and at different times has held good positions on several representative American dailies. Cycling is his hobby, and the great interest he takes in the sport is evidenced by the number of friends he has made while in England and the States, a class of cyclists who belong to the best clubs. Mr. Purvis-Bruce is a member of the Ripley Road Club, the social club of old England, and of several American clubs, and a member of the L. A. W. and C. T. C. We shall be pleased to welcome Mr. Purvis-Bruce back to the States after his sojourn in England, where he has been absorbing as much information as possible in regard to cycles and cycling. From the English papers we have learned that Mr. P.-B. has been the recipient of much kindness, and while enjoying himself immensely, he has, in his characteristic way, made a host of friends who are pleased to call him friend, and who will miss him when he's gone.

THE L. A. W. RACES AT BALTIMORE.

We append below a list of the events to be run at the Baltimore meet, June 19. Those wishing entry blanks should address H. W. Barrington, Secretary, 1531 Edmondson avenue, Baltimore, Md. The entrance fee is \$1, and entries will close June 11; the entrance fee returnable to starters; gold and silver medals to first and second men. The order in which events will be run will be determined when entries are opened, to suit the majority of contestants.

One-mile L. A. W. championship, bicycle; one-mile L. A. W. championship, tricycle; one-half-mile dash, novices; two-mile handicap, safety bicycle; one-mile handicap, tandem tricycle; three-mile handicap, bicycle; three-mile lap, bicycle; steeplechase race, about three-fourths of a mile, any kind of wheel; two-mile handicap, tricycle; one-mile consolation, any kind of wheel.

WHAT MACADAMIZING COSTS IN ORANGE.

I HAVE noticed from time to time in the columns of the WORLD inquiries from various parties interested in roads and road making as to the cost of macadamized roads, both for building and repairing. Of course the cost for repairing would vary greatly in different localities, depending upon the distance the stone would have to be carted, the facilities for breaking, and so forth.

The city of Orange, known the world over as a very paradise of good roads, has done, perhaps, more in the way of macadamizing than any other American city of its size and population, and figures accepted by its Common Council, may be taken as pretty nearly correct for the work.

On Wednesday, May 7, a contract was awarded to a prominent contractor for improving Hillside avenue, and the figures, according to this contract, were as follows for the new work, only a portion of the avenue having been previously graded and none of it macadamized: Macadamizing, \$1.09; paving gutters, 75 cents; excavating, 30 cents; curbing, 35 cents; corners, \$6; re-setting curb, 10 cents; repairing gutters, 25 cents. The same contractor was also given the contract for furnishing broken stone for the ensuing year for repairing macadamized roads at \$1.48 per gross ton.

While these figures may not go far toward determining the cost for the same kind of work in places other than Orange, where stone in abundance is close at hand, and no trouble is found in having it broken, they may at least awaken a little interest in the subject. I should like, Mr. Editor, to have some of your numerous correspondents take the trouble to look up figures paid in their respective localities in order that comparisons may be made. I propose in a short time to spend a few hours or days, if necessary, with one of our most prominent road builders, and get all the "tricks of the trade," from the time the work is started to the finish, and will hope it will be acceptable to you as well as your thousands of readers. In the meantime let us hear from other places. L. A. W. 17-994. Newark, N. J., May 14, 1888.

THE LEAVEN IS WORKING.

Editor Bicycling World:—It is a flattering indication of the tendency of the times, regarding the road improvement question, to find the agricultural press of the country this spring fairly alive to the importance of the subject. Whatever may have produced the awakening, it is a genuine thing, and hardly a week passes that I do not see half a score of earnest articles, editorials and communications, often quite lengthy, that have been written by thoughtful men, some of whom are foremost among our agricultural authorities and writers. It all goes to show how much easier it will be for us to secure good roads, in a not far distant future; and it suggests, too, most forcibly, the importance of co-operation. We are all working for the same end, and the co-operation of the 7,500,000 people, who represent the agricultural class in this country, is certainly something to be desired. So far the tail has been wagging the dog pretty vigorously; the dog is now beginning to expend nervous force in this direction, and we must keep up our end of the vibrating movement. Nearly four years ago, in an article on this subject of better roads, the writer stated that we must "direct public opinion to the need of at least one good thoroughfare in each locality," and that "the benefit to the farming interest would be a powerful lever." It is only by this moulding of public opinion that favorable legislation will be possible, and we must have the help of farmers, and those who pay for the roads, to accomplish anything. *We must go slow to go sure.* Our New York friends already appreciate this point—they are making haste slowly, and in the end will be bound to win. Above all things we must be reasonable, and in this connection, I hope the foolish talk about expending the United States treasury surplus in road building will cease, for such wholesale use of national funds for the benefit of States, is against the very principles upon which our government is founded; and at the same time we should go very slowly in demands for roads, several hundred miles in length, at State expense. Such Utopian want-the-earth schemes as is embodied in either of these suggestions, seriously urged outside the ranks of wheelmen, would set the movement back ten fold more than a year of convincing agitation could help it.

Everything is working well now; we have only to keep up the agitation, circulate road-improvement and road-construction literature, use deliberation and good judgment, in all we do, while keeping the bicycle in the background, and success will, in reasonable time, be assured. As a closing suggestion, would it not be a good idea for each State division of the L. A. W. to appoint a standing editorial committee, that the subject of roads improvement may receive a better consideration in the country press? I do not mean an indiscriminate fusillade of manuscripts at the country editors, for probably the majority would go into the waste-basket, if the writer

was unknown. There are many wheelmen in every State, however, who would be able to get communications published in their local papers. It would be the business of this State division "literary bureau" to systematize the work as well as to control it, and conduct it in a manner that would make it productive of the greatest good to the cause.

P. S. The farmers are even waking up to the sign-board question. Isn't this funny?

"SET OUT GUIDEBOARDS."

Guideboards are not exactly an ornamental feature of the highway, but there is an atmosphere of hospitality about them, and the towns which neglect their moral and legal duty in this matter, should be made to know more through due process of law.—*Connecticut Farmer.*

"Hospitality" is good, but "moral and legal duty" is more to the point. C. R. D.

THE POT AND THE KETTLE.

We have received the following communication from the Gormully & Jeffery Mfg. Co., with the request that we publish same:

"*Editor Bicycling World:*—We notice with considerable amusement an advertisement on the last page of your issue of May 18th, in the space usually occupied by a certain cycle manufacturer who recently suffered an absolute defeat in a legal contest with ourselves. The advertisement consists of a letter which our attorneys sent to several American manufacturers and importers only, stating that in their opinion they infringed our letters patent; this the letter states for itself, but the misleading character of it calls for an explanation. The advertisement leads off with the 'Pot and Kettle. Why should the Pot call the Kettle black-ass?' though we never intimated that the Kettle was an ass, and winds up as follows:

"We say nothing of the purpose of sending this notice," etc. These are evidently a desire to cause the public to believe, by reference to our advertisement in your issues of the 11th and 18th inst. that we sent such a letter to all the agents and dealers in the country, as they did, to intimidate them into not handling their goods. We do not take such underhand measures. We went directly to the fountain head and notified the manufacturers and importers, who are the real transgressors, but not the agents. We are and have always been willing to fight our commercial battles on business principles and on the merits of our productions. This manufacturer it would seem feels chagrined at realizing what a boomerang the letter of February 15th, 1887, has become, and wishes to stamp us as followers of their line of policy, which is not the case, as can be proved by the testimony of the agents and dealers. We are sorry, too, to find they have lost their temper, having understood that they prided themselves on their ability to conduct a warfare, either legally or commercially, in a perfectly good spirit, and we certainly did not imagine they would lose their equilibrium at being defeated, which a good General never does.

We also notice in another part of your paper, page 51 of the same issue, it is stated that the interference case between Mr. Jeffery and Mr. Copeland was decided, on the 8th, in favor of Mr. Copeland. This is a fact. It was simply an interference between Mr. Jeffery and Mr. Copeland, but they evidently wish to ring it in as a case in the series of cases between the Pope Mfg. Co., and the Gormully & Jeffery Mfg. Co., and claim it is of considerable importance as sustaining that patent. This is not the fact. It is as we before stated, merely a suit to establish the right in the patent office as to who was the first inventor of the device named. It has no bearing whatever on the validity or the sustaining of the patent."

OBITUARY.

At the regular meeting of the Pennsylvania Bicycle Club of Philadelphia on May 3d, the following resolutions were adopted:

Whereas, It has pleased an all-wise Providence to remove from our midst our much beloved comrade and fellow member, CHAS. E. GOHL, and *Whereas*, We sincerely mourn the loss of one whom all of us respected as a fellow member, and many loved as a friend. Be it *Resolved*, That our warm and earnest sympathy be extended to his afflicted family in their hour of sorrow, and

Resolved, That a copy of these resolutions and preamble be sent to the family of the deceased, and also published in the BICYCLING WORLD and American Athlete.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

L. H. JOHNSON, of Orange, N. J., has imported a large invoice of Special Sparkbrook bicycles. We shall hope to present our readers with a cut and specification of that machine at an early date.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

WE took a trip to Chicopee Falls last week, and there spent half a day in inspecting the factory of the Overman Company. A detailed account of what we saw and what we thought, will be presented at an early date, and we think it will prove of great interest.

BANGOR, Me., May 19.—G. Minturn Worden of the John P. Lovell Arms Company, Boston, broke the world's record today climbing Prospect Hill. He rode up the incline three successive times without dismounting. The hill is 580 feet long, the average grade being one foot in six and a half. He rode a Springfield Roadster bicycle.—*Globe.*

A TWENTY-EIGHT pound tricycle is a machine that the Coventry Machinists' Co. have just imported. We have had the pleasure of inspecting this little gem, and we should say it was fully up to the standard of this company's good work. It is without doubt one of the most delicate machines ever imported. Mr. Stevens, the manager, states that home company report orders for 2000 machines ahead. Their tremendous capacity for supply is strained to its utmost.

THE Victor Safety of '88 is "no slouch" as a hill climber. Mr. F. E. Norton, of Little Rock, Ark., who is in the city attending school, rode one up both sides of Corey Hill the other day. He wasn't fixed for climbing either, having on his long trousers, etc. He has tried the hill a number of times on ordinarys, but never surmounted it.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

VICE PRESIDENT.—H. W. Hayes, 103 State St. Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

Massachusetts Meet.

The following details of the Spring Meet (May 30) are given for the information of wheelmen. Through the courtesy of Col. William E. Barrows, the River Brink Estate has been placed at our disposal; it is situated on Charles River, next to the estate of R. M. Pulsifer, Esq., and affords excellent opportunities for ball, tennis and boating. Every wheelman, whether a member of the L. A. W. or not, is invited to join with us. Two races will occur, and a medal for first and second in each race, will be offered; rules and entries to be made at the start.

Those who desire to play tennis are requested to bring their rackets with them.

The lunch will be served at 1 o'clock, at a cost to each of seventy-five cents. This will be the only expense attending the meet. Every person intending to be present must at once notify Dr. Kendall, 176 Tremont street; it is not necessary for you to be sure of attending.

Start from Copley Square at 9.30 A. M. sharp. J. B. SEWARD, W. G. KENDALL, W. H. EMERY, Committee.

WE have on hand a supply of hotel certificates (large, for framing) and a supply of consuls' certificates, which we will send to Chief Consuls on order, charging the same to divisions at cost price.

ONE of the prizes to be given in the coming East Hartford, Conn., bicycle races is a Champion Light Roadster bicycle, presented to the club by the Gormully & Jeffery Manufacturing Co., of Chicago, the manufacturers. This is a high grade wheel, and, as it will be in a handicap race, it will produce some lively scrapping.

COMING EVENTS.

May 29—Meeting Iowa L. A. W. Board of Officers at Cedar Falls, Iowa.
May 30—New York and New Jersey Road-Racing Association Team Race, at Irvington, N. J.
May 30—Tournament at Oakland, Cal.
May 30—Tournament at Los Angeles, Cal.
May 30—Maine Division L. A. W. Meet, at Portland.
May 30—Tournament Terre Haute Bicycle Club.
May 30—Massachusetts L. A. W. Division Meet at Boston.
May 30—Waltham (Mass) Ramblers read race.
May 30—Pullman road race at Chicago.
May 30—Race meet Camden Wheelmen, at Wrightsville, N. J.
June 2—Meeting Long Island Wheelmen Brooklyn, N. Y.
June 2—Meeting at Ridgefield, Albany, N. Y.
June 2—Rowe-English match, at North Shields, England.
June 9—Lancaster, Pa., Bicycle Club races.
June 16—Start of New York to Baltimore tourists.
June 18 to 20—League of American Wheelmen Annual Meet, at Baltimore, Md.
June 23—Kings County Wheelmen meet, Brooklyn.
June 30—Wells-Greenwood hill-climbing contest, on Kimmiswick Hill, St. Louis.
July 1—Canadian Wheelmen's Association, Annual Meet, at Belleville, Ont.
July 4—California Division L. A. W. Meet.
July 4—Tournament at Newmarket, Pa.
July 4—Crawfordsville (Ind.) Ramblers Tournament.
July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
Sept. 4, 6, 8—Buffalo Tournament.

Illinois Hotel.

Certificate of League Hotel at Quincy, viz., Windsor Hotel is hereby cancelled, and the Tremont House, regular rates, \$3.00, League rates, \$2.00, is hereby appointed. Respectfully and fraternally,
N. H. VAN SICKLEN, C. C.
Chicago, May 14, 1888.

California Hotels.

The appointment of the Grand Central as the League hotel at Stockton is hereby revoked. The Yosemite House has been selected instead, and will be official headquarters during the division meet on the 4th of July next.
ROBERT M. WELCH, Chief Consul.
San Francisco, 11th May, 1888.

Maryland Consul.

I hereby appoint as local consul at Easton, Md., Mr. R. Harry Patchett.
Fraternally,
A. E. MEALY, Chief Consul
Baltimore, May 17, 1888.

Rhode Island Representative.

Rhode Island being entitled to an additional representative, I take great pleasure in appointing Dr. E. Y. Bogman, of Providence.
Yours fraternally,
CHAS. S. DAVOL, Chief Consul.
Warren, R. I., May 16th, 1888.

Iowa Division.

The annual tour of this division will be from Des Moines to Spirit Lake, leaving Des Moines on Tuesday, July 17th, and arriving at Spirit Lake, Saturday, July 21st. The Iowa regatta will take place at Spirit Lake on the 24th and 25th, thus affording all participants an opportunity to see this prominent event. An announcement of details of route and whom to apply to for information will appear shortly.

Fraternally,
ROBT. L. THOMPSON, C. C.
Muscatine, Ia., May 15, 1888.

Three-Mile Championship.

Dear Sir—The Kings County Wheelmen of Brooklyn have this day been awarded the three-mile Bicycle New York State Championship race, to be run at their annual race meet. Yours fraternally,
GERRY JONES, Chairman.
Binghamton, N. Y., May 18, 1888.

Attention, Members of the Missouri Division L. A. W.

A party is being arranged in this division to attend the annual meet of the League at Baltimore on the 18th, 19th and 20th of June. This party already numbers about ten and we want to increase it much as possible. In addition to those going from here, a number of the Ohio people have agreed to join us en route. Everything possible to make the trip there and back pleasant and profitable will be done, and no one will be allowed to get homesick. Messrs. Boswell and Dennis will have charge of the cameras; Prof. Stone

Virginia Pointers.

The League hotel in Staunton—the Hale House—has been closed, wheelmen will go to the Virginia Hotel. In answer to inquiries, will add that the famous Valley Pike is in excellent condition, but the road from Staunton to Natural Bridge, being a dirt road, cannot be recommended until later in the season.
F. R. WEBB,
L. C. for Staunton.

May 19, 1888.

Illinois Meet.

The Illinois Division will hold its annual meet at Springfield, Ill., July 4, next. Committees will be named later. Respectfully,
N. H. VAN SICKLEN, C. C.
Chicago, May 14, 1888.

To L. A. W. Members.

IMPORTANT ANNOUNCEMENT.

In order to make the June meet in Baltimore, the most enjoyable and successful in the history of the League, and to raise a fund for the proper entertainment of those who attend, the Finance Committee of the Maryland Division, cordially invites all who feel inclined to do so to subscribe to this fund in *any sum* from \$1.00 to \$100.00.

While feeling assured that the pleasure of aiding financially in entertaining their brethren of the League will be sufficient compensation for many who will subscribe, still the Finance Committee propose to

REWARD THE LIBERALITY OF SUBSCRIBERS

by offering the following list of prizes to those who contribute to the fund:

1st Prize	No. 15 Quadrant Tandem, value,	\$250.00	8th Prize	New Rapid Lt. Roadster Bicycle, val.	135.00
2d "	No. 15 " " " " " " " "	250.00	9th "	New Rapid Safety Bicycle, value,	135.00
3d "	No. 14 Ladies' Quadrant Tricycle, val.	175.00	10th "	New Rapid Roadster Bicycle, "	135.00
4th "	No. 8 Quadrant Tricycle,	175.00	11th "	New Rapid Safety Bicycle, "	135.00
5th "	New Rapid Safety Bicycle,	135.00	12th "	New Rapid Lt. Roadster Bicycle, val.	135.00
6th "	New Rapid Roadster Bicycle,	135.00			
7th "	New Rapid Safety Bicycle,	135.00			

\$1930.00

3d Prize may be exchanged for a No. 8 Quadrant.

4th "	" " " " " " " "	No. 14 "
5th "	" " " " " " " "	Roadster or Light Roadster Bicycle.
7th "	" " " " " " " "	" " " " " " " "
9th "	" " " " " " " "	" " " " " " " "
11th "	" " " " " " " "	" " " " " " " "

Winners of Roadster or Light Roadster Bicycles will be supplied with machines of suitable size, and exchanges of style allowed.

PLAN.

For every dollar subscribed the subscriber receives a numbered receipt, and becomes entitled to as many chances as he holds receipts. Thus, those who subscribe one dollar to the fund, stand a chance of securing one of the above-mentioned cycles. Those who subscribe five dollars stand an equal chance of securing five machines and a proportionate better chance of securing one machine.

Those who subscribe ten dollars will be given an extra number, hence will stand a chance of securing eleven machines, or eleven chances of securing one machine.

Should the subscriptions exceed the amount sought to be raised, the committee will add other machines, and as the sole object is to raise funds for the entertainment of the L. A. W. members at the June meet, should the contributions not prove adequate, one or more prizes will be withdrawn; but in no event will the value of prizes be less than two-thirds of the total amount of subscriptions.

It is designed that the prizes should be awarded during the meet in Baltimore, and the distribution will take place in the presence of any one who chooses to witness it, and will be conducted by prominent L. A. W. officials in the manner customary to secure fairness. The winning numbers will be published in the cycling papers immediately after the distribution.

The above plan not only affords every League member and others an opportunity to subscribe and make happy the delegates to the next Annual convention, but at the same time become possessor of one or more highest grade

TANDEM, TRICYCLES, AND BICYCLES.

Remittances should be made by P. O. money order, registered letter, or New York draft, with name and address plainly written, to

Under the auspices of the
FINANCE COMMITTEE L. A. W.,
WM. H. BEATTY,
Chairman.

F. W. POPE,
Chairman Entertainment Fund Committee.
P. O. Box 607,
BALTIMORE, MD.

A. G. SPALDING & BROS.

BICYCLE CAPS.



- No. A—30. Made of same material as No. A. Grade of uniforms.....\$2.00
No. B—30. Made of same material as No. B. Grade of uniforms.....1.75
No. C—30. Made of same material as No. C. Grade of uniforms.....1.25



BICYCLE HOSE.

- No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....\$2.50



- No. 00. New Linen Sole Bicycle Stocking. A new and specially valuable addition to the cyclist's comfort. It is a handsome ribbed stocking, made in all colors, and the feet are made of the finest linen, which is almost as soft and pliable as silk. The advantages of this stocking (which is covered by a strong patent) are of course very evident, namely, having a splendid serviceable leg, and keeping the feet cool and comfortable. Price per pair.....\$1.25

- No. 0. Fine Ribbed Bicycle Hose.....1.50
No. 1. Plain Wool Bicycle Hose.....1.00

Spalding's Bicycle Catalogue
Mailed Free.

A. G. SPALDING & BROS.,
108 MADISON ST., 241 BROADWAY,
CHICAGO. NEW YORK.

SPECIAL.

All Advertisements in this Department 20 cents a line.

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-Hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54-inch, fine condition, \$75.00 each. Taken in exchange for new wheels, we are selling at less than actual cost. Every machine offered guaranteed sound. No wrecks. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$160, were \$185. New and second-hand Experts, Victors, Rudges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler Tricycles from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems from \$65 to \$160. Discount to dealers. Write for new List, just out, and let us know what you need. Exchanges and Installments. Complete Stock of Repairs for all Beeston Humber, L. H. JOHNSON, 401 and 403 Main St., Orange, N. J.

EXPERIENCED BICYCLE MACHINIST would like to make arrangements with some firm. J. MAHER, 152 8th street, Jersey City, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

MIDGET! Self-Inking Rubber Stamps, containing your name and address, sent post-paid for 50 cents each, or three for \$1.25. Novelty Pen and Pencil Stamps, 25 cts. each. Ad's wanted. Send 5 cts. for illustrated catalogue. Address, J. K. BOAK, Le Roy, N. Y. (Mention this paper.)

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

Patented Dec. 21, 1886. CARTER'S

Foot Rest,
FOR THE STAR,
For Easy Coasting.

Price, \$1.00. Send to
HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.

Bundle Carriers, Tire Tape Standard Gloves, Z. & S. Stocking Supporters, Lantern Hangers, Lighting and Lubricating Oils, Newark Hammel, Standard Rubber Cement, Tire Cement, Spoke Grips, Newark Shoes, Belts, Stocking with linen sole, Caps, and in fact anything in the sundry line.

THE NATIONAL A HIGH GRADE BICYCLE

Send price, lettering, and state gold or silver for any

CLUB PINS & BADGES,
You may want, and receive by return mail

A SPECIAL DESIGN.

Perfect satisfaction always guaranteed.

JOHN HARRIOTT,
3 Winter Street, Boston, Mass.

THE TRICYCLE IN RELATION TO HEALTH AND RECREATION. By B. W. Richardson, M. D., F. R. S. By mail, 30 cents.



TOULMIN'S BUFFALO BICYCLE SHOE,
Is made of the finest genuine Kangaroo in every size and width. Price, per pair, \$3.00.

Liberal discount to club and Bi. Agents.
Send for Circular.
W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.



THE CENTAUR MEDIUM GRADE YOUTHS APOLLO WHEELS.

The BEST BICYCLE WHISTLE.
The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps. Whitten & Co., PROVIDENCE, R. I.

BETTER THAN EVER.

PUNNETT'S
JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,
Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

BEFORE BUYING,
SEE OUR LISTS.

HART CYCLE CO.,
No. 811 Arch St., Philadelphia, Pa.

HOWARD A. SMITH & CO., CYCLE SUPPLY HOUSE,

NEWARK ENAMEL.



It dries almost as quickly as it can be applied, without any stickiness or disagreeable smell, and as hard as flint. It will neither chip nor crack, and presents a fine jet black, glossy surface at one application. It is not affected by wet, heat or cold, and is as durable in its brilliancy as it is easy of application. It is not only a splendid preparation for Enameling or touching up bicycles and tricycles, but may be used with excellent results upon a variety of articles, such as gas brackets, grates, coal scuttles, and every description of metal work. Any one can apply it. A brush given with each bottle.

Price, - - 50 cts.

Carefully packed and mailed, 10 cts. additional.

RUBBER CEMENT.



For mending cuts in tires, splicing where it has been necessary to reduce the size, and plugging.

Price, per bottle, 25 cents.

If mailed, additional, 5 cts.

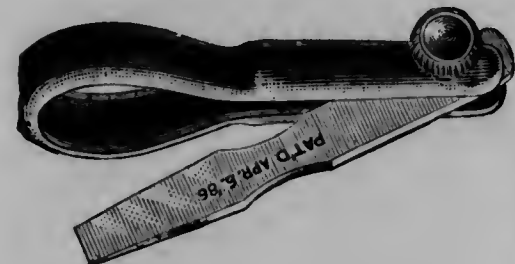
NEWARK TIRE CEMENT.

Made after our special formula, and is the best cement known for joining rubber and iron or rubber and wood.

Our Newark Tire Cement is placed upon the market after two years' trial, and we believe it to be better than the cement generally offered. We do not hesitate to recommend it, and will refund the money if it does not prove satisfactory.

Price, per stick, 20 cts. Mailing, additional, 5 cts.

DUPLEX SCREW DRIVERS.



In calling our customers' attention to this new screw driver, we would like to point out the following advantages: strength when in use, compactness when not in use, finely finished and nicely nickled plated, made from the best cast steel and warranted.

Price, - - - 35 cts.

NEWARK SPOKE GRIP.

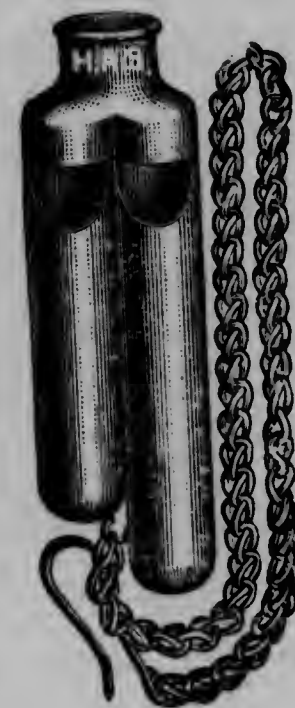


Fits any size spoke, made from Drop Steel forging, warranted to give satisfaction or money refunded. Nicely nickled, compact, and easily carried in tool bag.

Price, 65c.

Newark and Orange, N. J.
Telephone 673.

DUPLEX WHISTLES.



The Duplex Whistle, which was originally made for a police call, has been generally adopted as the bicyclers' whistle. It is made of brass, and nickel-plated, and consists of two barrels of different lengths, which produce a discordant sound that can be heard a long distance.

Price, with chain, 25 cents.

BOSTON WHISTLE.

Known as "The Screamer." One of the most terrible noise-making articles ever invented. Just the thing to awaken the sleepy countryman. Will also command respect from the "Road-hog."

Price, - - - 50 cents.

SPRINGFIELD WHISTLES.

Double Tube, superior to Duplex in that it blows easier, and can be heard a great distance. Price, 50c.

SINGLE TUBE WHISTLES, not so large as the Double Tube, clear and shrill in tone, and very desirable where pocket space is limited. Price, 40c.

TUCKER'S ELASTIC STRAP.



This Strap is the best and neatest thing in the line of a holder for the pants of a rider, on the market. It avoids turning the pants-leg over, which creases and puts them out of shape, and is a decided improvement in looks. It prevents the pants from bagging at the knee, is easily detached, no sharp points to tear the cloth.

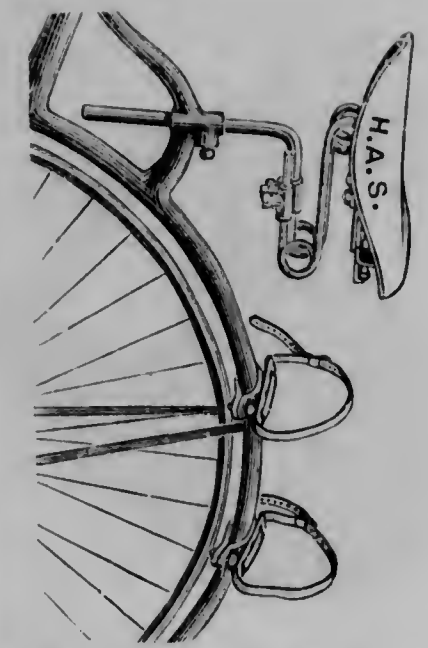
Price, per pair, 25 cts.

DRY GRAPHITE.

All riders using Tandems, Tricycles, or Rear Driving Safeties, where a chain is required, have had to suffer the annoyance of the chain grinding with dust and dirt and soiling the clothing with oil. Hence we have had the Dry Graphite or Plumbago especially prepared for our cycle trade. It is a perfect lubricator for all ball bearings as well as for chains, put up in convenient form in 1-4, 1-2 and 1 lb. packages. Prices, 15, 35 and 50 cents, respectively.

HOWARD A. SMITH & CO., CYCLE SUPPLY HOUSE.

SOMETHING NEW.



To meet the demand for a Bundle Carrier for the Safeties we have so altered our attachment that the Carrier can be securely placed on the mud-guard or frame of a Safety, and any reasonable bundle can be carried entirely out of the way—this is the only

CARRIER SUITABLE FOR A SAFETY.

Price, - - - \$1.50.
If by mail, additional, - - - .10.

"Z. & S." BUNDLE CARRIER.

AS ADAPTED FOR THE STAR.



Has been in such universal use ever since the Star machine has been in the market, that it is now recognized as a necessary accessory to that machine, and no Star rider can well dispense with it. In fact the "Z. & S." Bundle Carrier for the Star stands alone in the field for public favor, the steering rod of the Star offering the utmost freedom for attaching the carrier, enabling the Star rider to use it for almost every conceivable purpose. In ordering, state whether for Special or American Star.

Price, - - - \$1.50.
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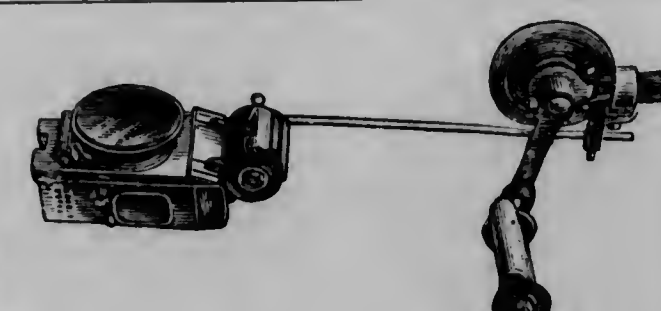
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BEST FORMULA.

For several years we were called upon for an oil for cyclists' use, and in 1885 we determined to look into the matter personally. After a year's experiment, aided by one of the largest oil dealers of New York, we placed the Standard Oil upon the market, with such excellent results, that we can recommend it as being fully equal, if not superior, to any other cycle oil to be found in the country.

Put up in bottles, where a very small quantity is used. Price 25c.; by mail 30c. Or where a large quantity is desired, our celebrated Patent Spouted Cans, with a reversible top for packing or shipping, or to run to for refilling oiler for tool bag, is the most convenient arrangement for the purpose that we have ever seen.

Price, in pint cans, - - - 35 cents.
" quart " - - - 60 "



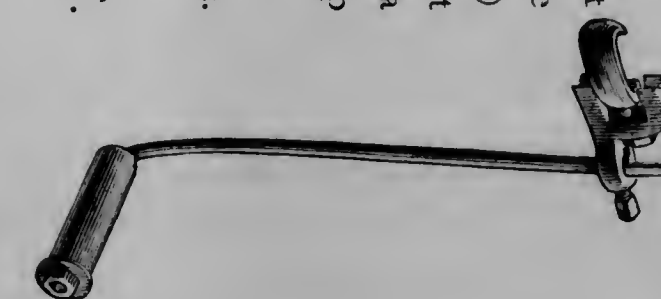
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The most convenient accessory ever put on the market for a Crank Bicycle. No More Trouble with Lanterns.

The lantern can be taken off or put on in a second. It is attached to the fork of the machine (on either side) and can be adjusted to throw the light immediately in front of the wheel or a distance ahead, and allows the lamp to throw an uninterrupted light.

Price, \$2.00. By mail, additional, 10c.

CARTER'S FOOT REST.



All riders of Star bicycles declare it one of the most important of "Star" accessories.

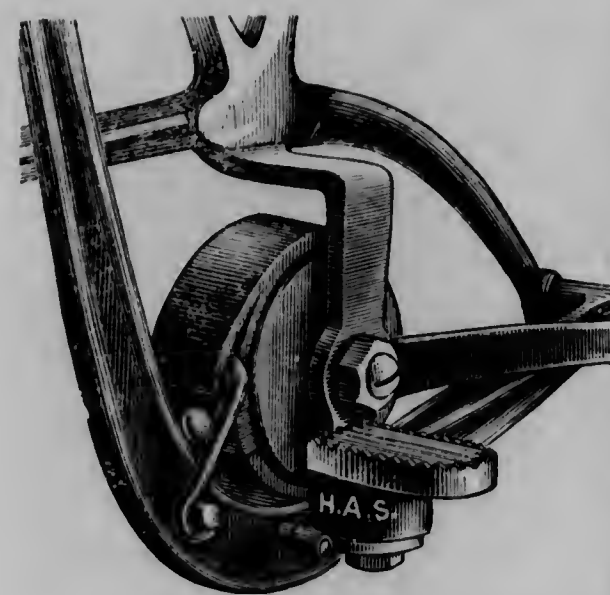
Patented Dec. 31st, 1886. You can't say too much for the "Foot-Rest." It should be on every Star. CONSTANT AT EASE. It can be attached to any Star machine at a height to suit. If you try the foot-rest you will never do without it.

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Telephone 673.

Orange, N. J.,
Telephone 134.

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IMPROVED.

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Nicely made, with good screw top.
Price, 15c. Nickel, 25c.

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The yarn used in manufacturing is heavier and stronger than used in Jersey cloth, and warranted to wear satisfactorily. They are particularly nice for touring, as they can be rolled up into a very small bundle without injury.

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With Dr. Cooper's suspensory Pocket. Kept in stock in Navy, Black and Gray.

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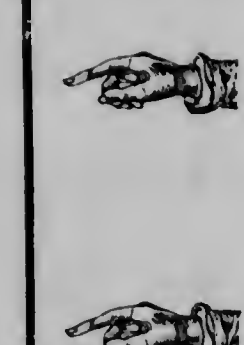
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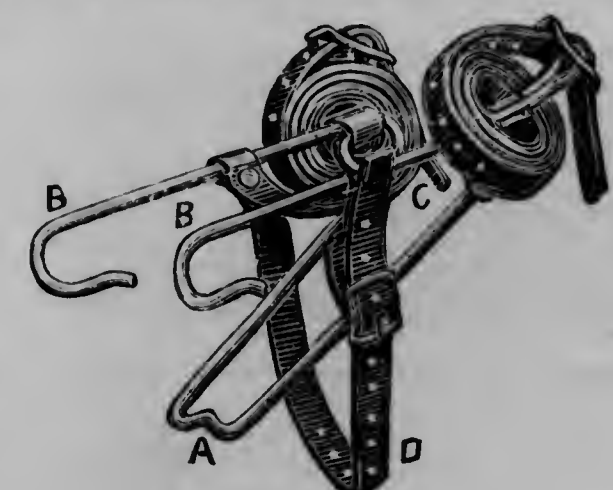
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Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade.

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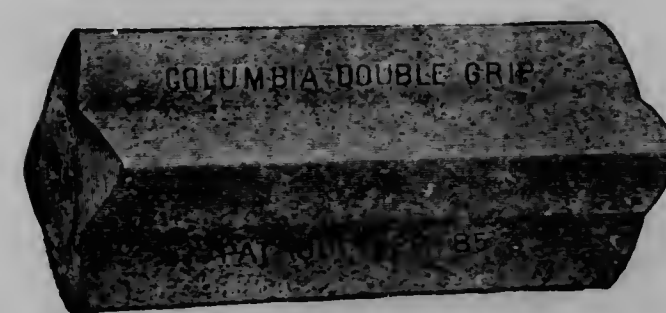
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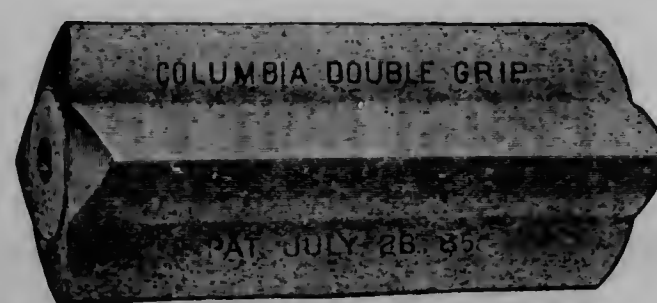


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Yours respectfully,

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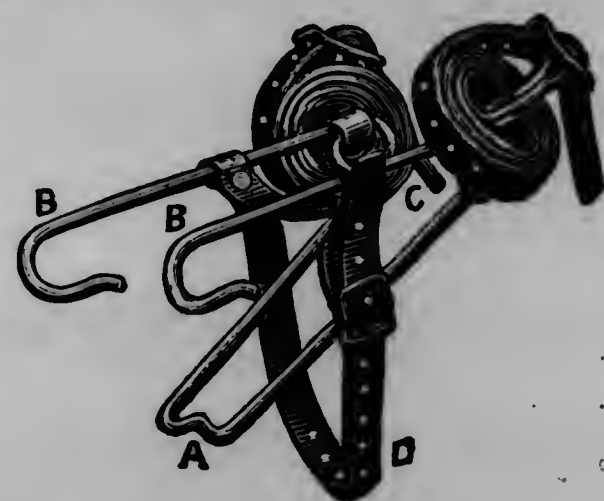
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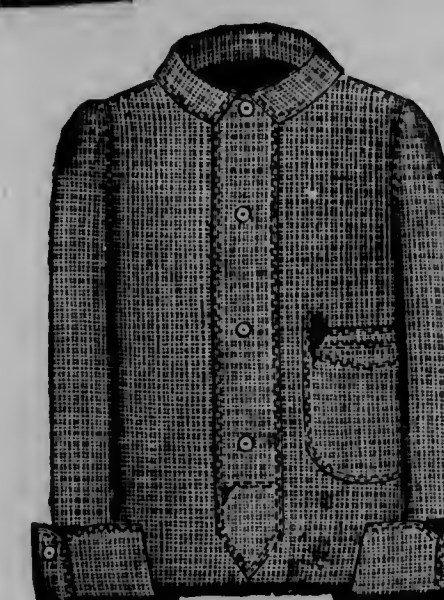
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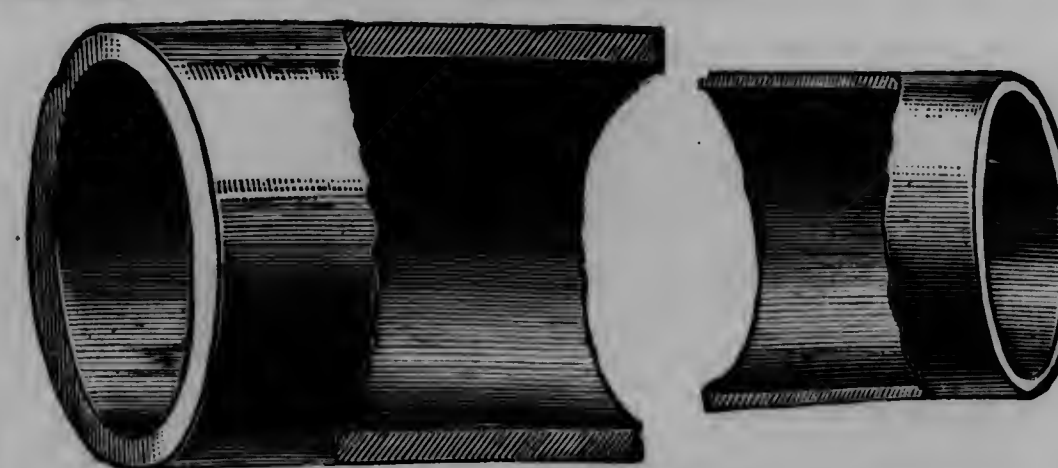
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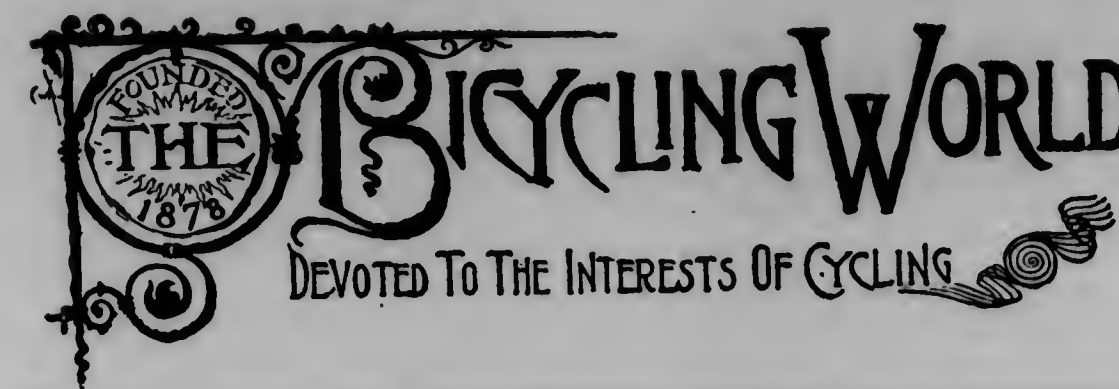
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ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us YOUR patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 1 JUNE, 1888.

LAST week we called attention editorially to the advertisement of the Maryland Division, setting forth a scheme whereby the coffers of the Division would be filled so that the Entertainment Committee might have ample funds to give the visitors a big time, and at the same time to give the subscribers a chance to recoup on the possibility of winning a valuable wheel. We again call the attention of our readers to this scheme, prospectus of which appears on page 108.

LUCK seems to be going against Rowe, for just as he seems to be getting into form and beating a few of England's cracks, he has the misfortune to fall and break his collar bone, besides hurting himself internally. This news if true would put Rowe out of racing for a good many weeks. The collar bone will of course heal and be good as new in time, but we regret to hear of "internal injuries," an unknown quantity which we all regret to know exists, and which we shall be anxious to hear are not serious.

IT has come to our knowledge that Chairman Gerry Jones has notified a well-known amateur that in case he competes on the road with a rider whom the L. A. W. Racing Board have adjudged a professional, his good standing as an amateur will be jeopardized. This is news, and is a change of front not expected from the Racing Board. Heretofore the Board has held that the L. A. W. could in no way recognize road racing, and it has further held that as it did not recognize road racing it could in no way forbid amateurs and professionals from competing against each other in road competitions. We have carefully looked over the official department of this paper, but we have failed to find any official announcement from the Racing Board that hereafter they intended to recognize road racing. It cannot be that Chairman Jones is ignorant of the policy of the

Board on this matter as he has been a member of the Board for some time prior to his appointment as Chairman. We should be pleased to hear some official utterances on this question, as our readers would like very much to know just where the Board stands to-day on the question of controlling road races.

THE SUIT ON THE DURYEA PATENT.

We are in receipt of the following letter from the Gormully & Jeffery Mfg. Co., with request to publish:

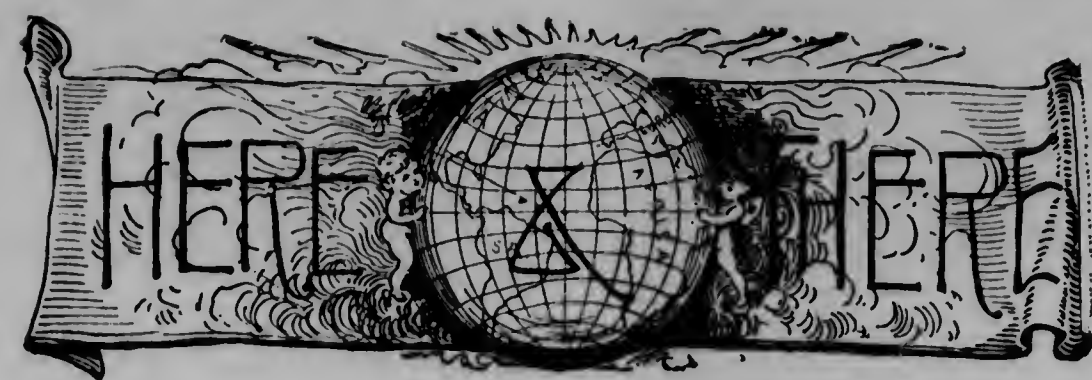
"Editor Bicycling World:—There appeared in your issue of the 25th ult., on page 75, about the middle of the column, a paragraph evidently clipped from the Boston Globe, as follows:

"In the suit of the Gormully & Jeffery Mfg. Co. vs. the Pope Mfg. Co., on the Duryea saddle patent, heard in the Circuit Court in Chicago on the 14th ult., the Court decided for the defendant and dismissed the case. The Gormully & Jeffery Mfg. Co. prayed an appeal, which was allowed upon their filing a bond."

Now, Mr. Editor, this paragraph conveys an absolutely false impression. The suit on the Duryea patent was not heard in the Circuit Court in this city. By reading the enclosed clippings from the Tribune of the 4th, and the Inter Ocean of the 15th ult., it will be seen that the Duryea patent case was not heard at all, the question merely being whether, under the recent changes in the statute in Congress, the Pope Mfg. Co. could compel us to sue them in some other district than this, in which they have a branch store. So far as we are concerned we had much rather fight our battles without the assistance of the reading columns of the cycling papers, but we are compelled, in self defence, to protest against wilful misrepresentation on the part of the Pope Mfg. Co. We might further comment to the effect that this matter is a case of the Pope Mfg. Co.'s running away from us, and perhaps when we go to Massachusetts they will raise the same technicality to avoid that State's jurisdiction, on the ground that they are organized under the corporation laws of the State of Connecticut and therefore not residents of the commonwealth of Massachusetts, then, if we go to Connecticut to render service upon them perhaps they will claim that they are residents of the city of Boston. We could, to be sure, sue Mr. R. D. Garden, their manager or agent in this city, but it looks to us as though they would not stand by their agent in that case, and we have no wish to make trouble for any of the agents of the Pope Mfg. Co., preferring to deal with the company itself rather than to undertake to intimidate or cripple the business of any bicycle agent. As to the appealing of the case and filing bond as is customary, we would say that our lawyers, to test the legality of Judge Blodgett's decision, as members of the Bar Association, and at their own expense and volition, desired to carry it to a higher Court, which we, of course, did not object to. We think the foregoing will prove convincing to any impartial reader. We might still further remark, however, that we have another suit in progress against the Pope Mfg. Co. on our Smith ball-bearing and Lillibridge saddle patents, which, being already under way, with their consent in the first place, must and will be heard in this district."

CAPTAIN WHITNEY AT HOME.

If there is a better known or more popular rider in New England than Ex-Captain Elmer G. Whitney, of the Boston Club, then we want to know him. It was a pleasant sight that greeted our editorial eyes last Saturday, as we descended the stairs of the club house, No. 36 St. James avenue, yes it was a pleasant surprise as we imagined the flesh and blood form that stood before us was shearing sheep hundred of miles away, on his ranch near Socorro, New Mexico. It was our privilege to be the first member of the Bostons to welcome him back under the club's roof tree, and it was our further privilege to be the first fellow-member with whom the returned wanderer sampled a glass of the famous club punch. The Ex-Capt. looked strong, brown, and rugged. The air of New Mexico, and the life he has been leading, have added muscle and taken away flesh. The winter climate he reports as fine. The life he and two white companions lead he says, is rough, and many times had his thoughts turned back longingly to dear old Boston and her civilized comforts. The main road or trail that leads for hundreds of miles through Colorado and New Mexico he reports as fine for cycling, and he had just received his Victor Safety the day before he left for the East. He says that for months he had not seen a bit of green grass, and when he struck Kansas and saw the verdant sward again, he thought it was the prettiest sight he ever saw, but when he passed the suburbs of Boston, on the B. & A. R. R., he said he appreciated for the first time in his life, the exquisite beauty of "Boston's pride." He told us many interesting stories of his life in New Mexico. He will stay in Boston about a month, and then once more turn his face towards his ranch in the South West.



ENGLISH LETTER.

"SENATOR."

BEAUTIFUL England, with thy leafy lanes, green fields, singing birds, and good roads, you are hard to beat at this time of the year by any country. Walking this morning in a garden with the manager of a great cycle works, Mr. Walter Philips, of Rudge fame, to wit, we ascended an eminence which overlooked the numerous nurseries and gardens, which Coventry, for its size, holds premier honors, and a prettier sight I never saw. The sweet incense of thousands of blooming fruit trees and flowers seemed to be offering up a jubilee offering on this Sabbath morn. The roads too are very good considering the past three weeks of dry weather, and a ride to the famous Kenilworth Castle with the well-known racing cracks, Rowe, Allard, Oxborrow, and a few others later in the day was very enjoyable, although mounted as we were on racers, I besriding a 54-inch 21 pound Rudge, Rowe on his Columbia, Oxborrow on a 28-pound Rudge bicyclette, and Allard on a 22 pound "Club." Looking over the visitors book in this "Castle," a place noted for cycle visitors, I saw among the 1885 visitors the magic names of London, W. (alias J. S. D.), A. H. Overman (with never a word about a certain "Victor") E. C. Hodges and Louis Harrison, members of the "Bosting Club," so goes the announcement. During my visit to William's, I mean Shakespeare's late abode at Stratford-on-Avon, I discovered the same names.

I RECEIVED a letter from Jules Dubois, the speedy Frenchman, the other day, and it was Jules' initial effort at writing English, so after telling me that he had won some races on the road in France "and was in very grand form," thusly: "This is my first English writing letter. What you tinks, chestnuts?" Well, I think my very vivacious France friend is "getting on," to put it mild. Speaking of Dubois, it reminds me of a little incident which amused me while he was with us last winter. One evening in Edinburgh I received a telegram from Coventry which read: "Meet me station eight o'clock Dubois." Having some writing to do after tea I worked steadily on and in looking at my watch found to my alarm it was five past eight. Seizing my hat I rushed down the street to meet Dubois, and ran over him as he was turning the corner to my hotel with his racing bicycle in one hand and his portmanteau in the other. After supper and a quiet stroll we returned to our hotel—the Waverley—well known for its temperance management and home-like comforts, and the good managers asked me what we wished for breakfast on the morrow. I turned to Dubois, and in pantomime language asked him what he wanted, "beef-steak or mutton chops?" "Mutton!"—and wait—he ejaculated, and darting up to his room, returned with his distinguished countryman, Max O'Rell's "Friend Donald," a book on the Scotch, as seen by O'Rell in a lengthy tour of Scotland. Running his finger down a page, he triumphantly exclaimed: "Porach," meaning "porridge," which this compiler of "Friend Donald" says is the Scots brain and muscle. "Mutton!" and Porach" was Jules' diet while in Scotland.

As an article of food for cyclists, I have found in my experience as a racing cyclist, and from my experience with cyclists, is possibly the most wholesome of any food partaken of, no matter if it is cheap and coarse, and the Scotch know how to make it. "If people only partook solely or more of it there would be little for our doctors to do," was the response to a question by me by Dr. Allen (late of the Mercury Bicycle Club of New York), and now president of the Scottish Cyclist Union. Max O'Rell says: "It is porridge that makes such men as Livingstone, Gordon, Carlyle, Burns, Scott, Chalmers, men of iron nerve, intellectual ability and brave, and makes a Scotchman safe from competition, for with his porridge, cool head, easy digestion, and low rate of expenses, who can compete with such a man?" O'Rell might have gone further and said that the backbone of Scotch success make champions Howell, Temple, Rowe, Allard, Wood and all fast cyclists eat porridge daily winter and summer.

I RECEIVED a letter the other day from Cleves M. Moore, of Munich, Bavaria, well-known Cincinnati, Ohio boy, who is studying

in Munich, and is President of the Munich Velocipede Club, the largest in Bavaria. We expect to meet Mr. Moore in July as he has invited the American team to appear in the splendid quarter-mile track, owned by the M. V. C., and in company with Dubois, Allard and others we will endeavor to visit the land of the unfortunate Ludwig family. By the same mail I received a letter from Christiana, Norway, from my Norwegian friend, Alexander Paulson the fastest ice skater possibly in the world, who made such short work of American skaters in the winter of 1884, at Brooklyn, Chicago, and other places. I had a hand in arranging the Paulson brothers Western tour, and it seems friend Alexander saw our names in a paper and wrote, inviting us to come and give them a day at Christiania, in their two-mile course. I'm afraid we cannot visit the land of the Leake and Golden escapades. T. A. S. Walker, editor of *Der Radfahrer*, Berlin, writes me that the authorities have at last consented to allow tricycles to be used in the streets of Berlin, and that it argues well for our international tournament there June 10, 11, and 12. The American minister and the Crown Prince of Germany have promised to be present one of the days. Temple is keeping his "stock smile" in good order for the occasion, and hopes to convince "the hope of the Prussians" that he originally came from Nurnberg, and was on familiar terms with Martin—I mean Luther—although for advertising purposes he calls himself an American, but cannot claim to be thoroughly "representative," as there is no Indian in his make-up. But returning to the "graciousness" of the officials of the city of "iron rule," don't you think, dear reader that Frederick and his subjects are much behind the times in this enlightened age? and when I read Mr. Walker's letter: "Have at last consented to allow tricycles to be used in the streets of Berlin," I murmured, the land of bologna sausage, pretzels and Herrs and Vons, is some years behind the times. Germany, English travellers tell me, is ruled by police in a most despotic manner, and I fancy a good old-fashioned revolution against monarchy and official superstition would be well for the future of the nation.

I HAVE recently preserved clippings copied and observations by English journals on American cycling and individuals, and find the BICYCLING WORLD is credited and quoted in one month with thirty-eight quotations, and the other combined American cycle journals twenty-three times. This should prove a very satisfactory showing of the influence the WORLD yields.

BUFFALO.

"MERCURY."

THE work on the cycling track has been begun, and it is expected it will be in readiness for practice in the course of a month or so. The Ramblers B. C. Club have made arrangements with the fair managers, whereby its members and professional riders only will have the privilege of using the track between now and September. As Mr. Ducker stated in the WORLD AND BULLETIN of May 18th, should the track and grounds be in shape by July 4th the Ramblers will hold a "pony tournament" and field day, including cycle and foot races and other out-door sports, and a grand pyrotechnic exhibition in the evening. This will act as a "feeler" for the big tournament in September.

CAPTAIN HAUENSTEIN wishes an authority on bicycle-club drills. Now, one at a time, gentlemen. [We sell a book on club drills.—ED.]

The club runs of the different organizations are largely attended, which must be very gratifying to their captains. Keep it up, boys, it looks well.

F. A. BRINKER climbed the steep Silver Creek Hill, making the third man who has mastered the feat, E. N. Bowen being the first. Its "Billy" Shack's turn now.

THE Buffalo Club have adopted a dark blue uniform, sack coat turn-down rolling collar. F. A. Hodge furnishes the uniforms, C. F. Georgan the caps, and J. R. Baldwin the stockings.

MR. ADDINGTON, of the East Aurora Fair Association, honored me with a call. He informs me the association intends holding a tournament July 4th. He has invited the Ramblers and Buffalo clubs to attend.

THE Ramblers have a mascot in the form of a "Kaiser dorg, mit ein dwoisted schwanz." He bears a charming existence, under the euphonious appellation, "Geschmidt." The boys wouldn't part with him at any price.

THERE will be quite a scarcity of wheelmen in this city on Decoration Day. The Ramblers expect to have a full club attendance to Lewiston, the Buffalos about fifty or more to Erie, Pa., and numberless other parties to various different places.

SOMETHING like \$500.00 will be expended in furnishing the Ramblers' new club rooms. Tickets have been issued, and quite a number already sold, for the bicycle raffle; the Gormully & Jeffery Light Champion being the make. The club deserves the success it is striving for.

NEW JERSEY NOTES.

"RATCHET."

ON Sunday, 20 May, W. G. Wilson, a popular member of the Hudson County Wheelmen, met with what easily might have been a very serious if not fatal accident. He was returning from a ride through the country, and while he on his wheel was riding along the towpath of the Morris Canal his thoughts were evidently far away. When he came to the Pacificavenue bridge, he seemed to have no thoughts as to its being a "low bridge," and striking a beam his wheel made a short turn, and plump into the cold water they both went. Fortunately for Mr. Wilson, who cannot swim, policeman Mulcox was at hand to give him a boost from the "raging canal." His wheel was O. K. and Mr. Wilson soon began to feel the same way, after a rubbing down and a change of clothing at the club house. "All's well that ends well."

HOWARD A. SMITH has said good-bye to his cane, his ankle and foot being entirely well.

CHARLEY STENKEN has ridden ten miles in 35.20 in practice over the Irvington-Milburn course.

W. H. CALDWELL, of the Elizabeth Wheelmen, covered twenty-five miles in 1.37.15 a few days ago.

At a special meeting of the Elizabeth Wheelmen on Tuesday (22) the Reverends Cunningham and Kerr were elected members.

THE Hudson County Wheelmen have entered Kluge, Stenken and Baggot to compete for the team trophy at the race meet of the Long Island Wheelmen, 2 June.

THE Elizabeth *Journal* says: "The roads are now in fair condition, a ride to Roselle on the dirt roads was passably good, and beyond that and on to Westfield, etc., very good."

THE Hudson County Wheelmen will go to Philadelphia as guests of the Pennsylvania B. C. Club on Sunday, 10 June. The features of the trip will be a run through Fairmount Park, up the Schuylkill River and over Lancaster pike.

LONG ISLAND NOTES.

"WING-FOOT."

THE trials for the medals offered by the Queens Athletic Club for the best mile records are commencing to attract attention. When the track has attained that improvement that time and use will bring, some very fast time will undoubtedly be made. N. F. Waters, of the Brooklyn Club, made a mile to start the ball, on Saturday, May 19th, in three minutes and twenty-six and one-half seconds, which held good until the 23d, when it was beaten by R. H. Davis, of the Harvard Athletic Association, who made the mile in three twenty-one and a fraction, on an Ivel safety in a high wind. This track is open on Sundays for inspection and practice.

MESSRS. MEETEER and Barkman, of the B. B. C., are entitled to credit for work done in connection with the reduction of the tariff on the L. I. R. R.

THE long anticipated race meeting of the L. I. W. will be held tomorrow afternoon at the grounds of the B. A. A., corner of Classon and Dekalb avenues.

THE friendly rivalry between the ordinaries and the "goats" in the B. B. C. has resulted in the arranging of a race between Messrs. Corby and Jones, the former giving the latter seven minutes start in ten miles. The race will be run at Orange at an early date.

If any of our friends down in the wilds of Jersey should come across a lone, stray wheelman treat him well, for he is one of us, and wears a Mercury Wheel Club pin on the front of his cap. His line is passe-partouts, and he combines business with pleasure.

SCATTERING unattached wheelmen are commencing to come into the great century. For the benefit of those who are in doubt I wish to reiterate that they are as welcome as any others, and will be organized into a separate division by themselves if they enlist in sufficiently large numbers.

NOTHING has been heard lately of the project of a great combined meet of the wheelmen of the Metropolitan District on the Fourth of

July. How would a big picnic, alfresco, do? There are any number of beautiful spots along the Sound, within easy riding distance, which could be obtained, and Flushing would make a good place to rendezvous. If the idea should take, our club will be glad to make the arrangements.

PITTSBURG and VICINITY.

"DUQUESNE."

THE mantle of glory has been yanked from the summit of Irwin's hill and for the present lies in a condition of innocuous desuetude, nine men having ridden the grade. It was first ridden by Murray in 1887, followed by Robinson. It was considered tough, but that was disproved a week ago, when six men climbed it in one day. Seidell was the first man up, Woods second, W. M. Justice third, A. C. Banker fourth, W. D. Banker fifth, and McGowan sixth. The following day Murray rode it twice without dismount, then Coleman rode it. It's terrible cold weather for the ordinaries, as none of the ordinary crank type have surmounted it. Nevertheless, I think Lenz would stand a good show with six and three-fourths-inch cranks. He did better than any of the "ordinary" riders, and if he can't get there, why "no one kin."

WHEN is the long-talked-of race between Alter and Young to take place?

THE Allegheny Cyclers are working hard for the greatest mileage. Lenz leads, with Taggart a good second; one of them will capture it.

THE Cycle and Athletic Association has secured its charter and is now in shape to do some practical work. Every good wheelman wishes it success.

T. B. LEE measured Irwin's hill, and approximated the gradient by means of an "Aneroid." Length, 734 feet; rise, 55 feet; with a rise of one in six and seven-eighths for 200 feet.

NEXT week I hope to give an account of the road race and hill climb to be given by the Beaver Valley Wheelmen on Decoration Day. The hill has never been climbed, and the man who climbs farthest will win, regardless of time. The fourteen-mile road race is over a hilly course, which will preclude any fast time.

O. H. ALLERTON left a few days ago for Harrisburg, Pa.; from there he goes a-wheel down the valley to the Shenandoah, which he will traverse on his way South; after taking in the Southern states, he will return Northward over a new route, a couple of hundred miles west of his original route. He will cover about two thousand miles on his safety.

"THE writer of this column to 'Keystone,' of the *Wheel*, greeting, and desires to state that the obnoxious specimen of the genus *felis*, mention of whom he made in last week's *Wheel*, is now no more. In accordance with a time honored custom the late lamented was in process of making his usual evening call one day last week, and while carelessly strolling across the lawn, ran against a rifle bullet, which put an end to the 'madding strife' of a dissolute life. Will either 'Duquesne' or 'Keystone' oblige the writer by composing a little sonnet dedicated to the departed after the style of 'Willie's Pants are Vacant Now,' or 'Papa's Pants will soon fit Willie?'—*Pittsburg Bulletin*. Nocturnal feline epics are not in my line, and if 'Keystone' does not sing, I think Coleman might be prevailed upon to turn the crank.

CHICAGO.

"DIRECT SPOKE."

THAT enterprising West Side club of ours, the Illinois, have just opened their new club house. These young men deserve a great deal of credit. Their new house is a large, handsomely built structure, and will hold the 150 members of the club in good style—by the way it is amazing when one stops to look at the advance in cycling interest our city has had this year. The Fort Dearborns (formerly the Owls) have branched out in a style that is at once surprising and grand. They have a membership of nearly 200, and have probably the handsomest club house west of New York.

THE *Aeolus* Bicycle Club have leased their present quarters for another year.

HARRY COREY has been appointed judge for the Pullman road race—certainly a wise selection.

SPRINGFIELD has the Illinois Division meet for "88." Chicago will be well represented. Several of our clubs intend to call club tours to that city. Special rates will be secured on the various railroads.

BOB GARDEN is in high feather over the Pullman road race ninety-one entries and twenty prizes, total value over \$800.

Chicago would be a splendid city for Henry E. Ducker to take in on his Western circuit. Our wheelmen are "red-hot," and would be "with him" right through.

THE Fort Dearborns will have a grand opening June 8th. They have been busy preparing for this event, and will sustain their reputation as the "kings of entertainers" on that evening.

THE Chicago Bicycle Club has also had a boom and now stands squarely on its feet. These fellows have a suite of luxuriously furnished and handsomely decorated rooms in one of the immense business blocks of the city.

THERE is a certain sand hill on the Pullman road race course that has never been ridden over during the cycling season. Last winter, when it was somewhat hard, several of our hustlers managed to ride it, but never has it been done before.

W. A. RHODES is in our city, and will attempt to lower the record over the Pullman road race course. He will ride a Springfield Roadster—by the way the Springfield is getting a strong grip on Chicago. Hendee has been in Chicago for some time, and has fully demonstrated that it is a good wheel.

N. H. VAN SICKLEN, scratch man in the Pullman handicap, has been training hard lately, and has managed to get into splendid condition. Winship, the young flyer from the Fort Dearborn Club, has a start of 2.30 over him, and will, I think, hold it all the way through. He is rapidly developing into a flyer of no mean ability.

SHOULD I not mention the Lincolns, I would but have half told my tale of the wheel boom in Chicago. The Lincolns are scheming for a \$40,000 club house. Their enthusiastic President, handsome Ned Oliver, is at the head of it, and he assures me it will be a big success. The Lincolns number about 140, and are a very lively crowd of boys.

QUITE a novel sight was presented in the Chicago Opera House last Thursday night to a large audience, who had assembled to witness the performance of Robson and Crane in the "Henrietta," promptly at 8 P. M. over 150 members of the Fort Dearborn Cycling Club marched into the theatre. The boys were in wheel costume and made a decided "hit."

NEW ORLEANS.

"BI."

THE first of the Louisiana Cycling Club's series for the "President's medal" was contested on the 13th inst., and was won by Lieutenant E. M. Graham, with eighteen seconds start, by thirty yards, in 8.32; R. G. Betts (scratch) second, time, 8.10; M. S. Graham (scratch) third, time, 8.11. The distance was two and one-half miles straightway, and the other contestants, their handicaps and order at the finish, as follows: J. W. Jay (25 seconds), L. J. Frederic (14 seconds), C. H. Fenner (10 seconds), G. C. Angamar (35 seconds), W. E. Hobson (18 seconds), H. H. Hodgson, tricycle (60 seconds). The race was the same old story of new men starting off for all that was in them and then dropping in short order, except in the cases of the first three, who cut a steady pace and held it, E. M. Graham surprising everyone in this respect, as his pace never once wavered, and in fact, until the last mile when they warmed up, he actually gained on the scratch men. The race between the latter was more "for blood" than the prize, and it was wheel and wheel until an eighth from the finish, when the pace told on Graham, and he weakened and fell back, finishing third by two lengths. The race between Jay and Frederic was also close and interesting, and the two will make an evenly matched pair for future events.

THE second of the series will be run June 14th, distance, 11 miles, and over a course that will make some of them awfully weary. If the run is made much inside an hour it'll be surprising.

THE N. O. Bi. Club has offered a medal to the member attending the greatest number of runs during this year.

THE Louisiana Club will century run next month.

ON June 3d both clubs will take a joint excursion to Bay St. Louis, Miss., a gulf resort fifty miles away. Shell roads are plentiful at the Bay, but walking and riding 'twixt here and there is very bad, trestles, swamps, etc. The boys will ride, however—in a train; so will the wheels till we get there. Both clubs are also down for a series of base ball matches.

A WEEK ago it looked as if quite a party would attend the Baltimore meet from here. Now it has dwindled down to two. Such is life; but let it go at that.

CHIEF CONSUL HODGSON's term will expire in August. He has done noble work in the past, but will crown it all with a master stroke. He has arranged to have a "liberty bill" introduced into the Legislature now in session, and methinks it'll go through. Harry is a hustler. Make a note of this.

FAIRCHILD with 556 and Betts with 396 miles led the Louisiana Cycling Club's mileage record for April. Fairchild has ridden nearly 3000 miles already this season. Can't see much fun in these five and six and seven hundred miles per month records, and I've been there.

PROF. ALPHONSE KING, with his water bicycle, has come and gone. While here he rode his "contrapshun" across the Mississippi in 24 minutes; distance, including an unavoidable detour he made, about one mile and a half. Ride made in midst of heavy rain and wind storm.

CHAS. FAIRCHILD and wheel trained it over to Ocean Springs last Sunday. They also took in Biloxi, and Charley reports the sand as "six feet and no bottom," and riding consequently at a decided discount. He won't go soon again.

NEW ENGLAND.

"THE FOTLIST."

THE Springfield Bicycle Club have decided on June 21 as being the date on which they will hold their Field Day. Whitman's Grove, Agawam, will be the venue. A dinner will be served at 2 P. M., and then the rest of the day will be spent in playing games of base ball, foot ball, races, and all sort of field sports. None but members will compete, and a very few friends of the club will be invited.

THIRTY wheelmen from Springfield rode up to Holyoke last week, and were the guests of the Holyoke Wheel Club.

THE E. Hartford Club will hold a race meeting on July 4th. Prizes aggregating \$500 in value will be awarded.

NEW ENGLAND wheelmen should not forget the Merchants and Miners Transportation Co. line of steamers as a charming method of going to and returning from the Baltimore meet.

THE Maine Division will probably hold its annual fall meeting at Lewiston. Races will form a feature of the meet, and all the State cranks, with Patten at their head, will participate therein.

THE Pequonnock Club of Bridgeport, Conn., propose to have a tournament and grand time out on the 4th of July. The New Haven Club will join them in making the affair a success.

WILL PARKER, a member of the Park City Bicycle Club, of Bridgeport, Conn., has rigged an incandescent electric light on his bicycle. It is run by a storage battery placed under the saddle.

WILSON HILL, Belfast, Me., is the Corey Hill of that section. It has only been ridden twice; once by W. E. Jones on a Springfield Roadster, and once by George E. Priest on an Expert Columbia.

IT seems that last week, in describing some road improvements to be done in Brockton, Mass., we should have stated that the repairs were to be made on the highways of Bridgewater and not Brockton.

THE Selectmen of E. Hartford, Conn., have gone to work in good earnest to macadamizing the highway of the Talcotts, near Talcottville. The stone crushers are to be conveniently located, and work will be pushed.

BERLO, Porter and Alexander, all went out to Corey Hill last Sunday morning, and all succeeded in climbing it. Young Porter in the afternoon accomplished the feat again, and also succeeded in riding down on the other side.

NOTHING in the way of cycling literature has received more flattering journalistic comment than the Connecticut Road Book. In our advertising columns this week, a number of press notices are quoted in connection with the announcement, which it will pay to read.

IT looks as if \$10,000 Kelly would capture the bicycle offered by Jordan & Marsh for the best batting average of the Boston Club. We hope to be present at the ceremony of the presentation, and we also hope to be present at the initial attempt of the great Michael to ride his prize.

MR. CLARENCE HYDE, while scorching on the streets of Worcester with Mr. O. J. Fiske, took a nasty header. From all accounts it was a miracle that Hyde did not break his neck. A cab was procured and the hurt man was taken home. Luckily no bones were broken, and we trust Mr. Hyde is a wiser as well as a sadder man.

There's Music in the Air, Gentlemen, and the career of

The American Cycles,

Which both legally and commercially, ever since their first production, has been

A * TRIUMPHAL * ONWARD * MARCH,

Looks brighter now than ever.

Remember, too, that these wheels embody strictly original and American ideas, and are the only ones on the market that are not mere copies of European models.

Don't let prejudice so carefully fostered by disappointed and choleric competitors influence you.



All we ask is a fair and impartial consideration of the comparative excellencies of our Cycles, and we then have no fears as to the result.

All world's road and long distance records still remain with us.

"LET THE GOOD WORK GO ON."

64-page handsomely illustrated catalogue on application.

GORMULLY & JEFFERY MFG. CO.,

222-228 N. Franklin St., Chicago, Ill.

Largest American Manufacturers of Cycles and Sundries.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

Patented Feb. 15, 1887.

All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

6 and 8 Berkeley Street,

BOSTON, MASS.

Free by Mail on Receipt of
PRICE, . . \$10.00.



E. C. MORRIS & COMPANY,

FIRE PROOF SAFES.

(FORMERLY THE MORRIS AND IRELAND SAFE)

The only Eight-Flange Safe in the world made with

Solid Welded Angle Iron Frames
Front and Back.

Patent hinged cap, our wheel locks, inside iron linings and solid angle corners.

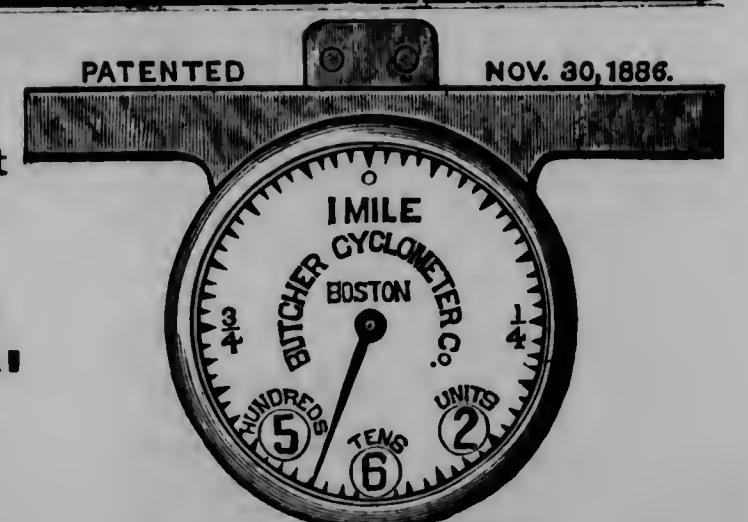
OVER 70,000 NOW IN DAILY USE.

These celebrated Safes had the champion record in the great Chicago, Boston, Haverhill and Eastport fires.

Before giving your order to any other concern, send for prices and descriptive catalogue.

E. C. MORRIS & CO., - - BOSTON.

Mention this paper.



Our Spoke Cyclometer.

SENT FREE BY MAIL ON RECEIPT OF
PRICE, . . . \$5.00.

Bargain in C. T. C. Cloth.

We are offering, for a limited period, the
GENUINE ENGLISH C. T. C. CLOTH;
All wool, double width, at \$3.50 per yard; former
price, \$4.00. Sold to C. T. C. members only.

Joe Perego

128 & 130 Fulton St. & 87 Nassau St., N. Y.

THE NATIONAL A HIGH GRADE BICYCLE

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

Marlboro' Club Tricycle,**Marlboro' Tandem,****Swift Safety,****King of Clubs Bicycle.**

FULL DESCRIPTIVE CATALOGUE FREE.

The Coventry Machinists' Company, Ltd.,

239 Columbus Ave., BOSTON.

INCER CYCLES

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.**L. A. W. MEET.****Merchants and Miners Transportation Company**

Offer to New England Wheelmen who will attend the Meet in Baltimore special rates and the most comfortable route.

Steamer Alleghany leaving Boston on Thursday, June 14th, will arrive in Baltimore Sunday morning.

Round trip tickets for party of 45, \$17. Less than 45, \$20. Single fare, \$10. Including meals and staterooms.

Free transportation of Bicycles will be given to ticket holders. Rates to others on Bicycles, \$1.00; Tricycles, \$2.00.

Staterooms should be engaged a week in advance of sailing. For further particulars apply to

GEO. E. SMALLEY, Agent, Central Wharf, Boston.

THE MARLBORO' CLUB TRICYCLE.

SOME nine Providence wheelmen are feeling a due amount of gratitude towards the officials of Cranston, R. I., because said officials did not proceed against them for riding on the sidewalk of that town. It gave the said nine a wholesome scare and hereafter the "highway" will be good enough for them. The manner of the officer in making the arrest, however, is strongly denounced.

THE subscriptions for the proposed New Haven to New York path are coming in. The Overman Wheel Co. have subscribed \$100 to the cause. Mr. Fisher wishes us to say that those wheelmen in Hartford and Bridgeport to whom he has written will do him a favor if they will advise him by mail as to their intended help or otherwise. Mr. Fisher will be at Baltimore with his little sub. paper, and he expects to add to the amount of subs. very largely.

THE Quincy, Mass., steam road roller has been let to the town of Milton. Why is this, when the streets of Quincy are in such a wretched condition. The piece of road that was built from Quincy Point is in a wretched condition and the roller could be used to advantage and the town of Quincy be saved many dollars. The roads of Quincy have a local reputation of being the worst in the vicinity of Boston, and for no cause except the parsimony of the citizens.

WORK on the side path between Holyoke and Northampton is being rapidly pushed. One and one-half miles has already been laid from Smith's Ferry toward Holyoke, and it is expected to put a heavy roller over it within a day or two. The track is four feet wide, and will be curbed so that it will be impossible for teams to interfere with it. The path will cross the road at least twice. There will be two bridges and all the grades will be easy ones. The leading spirit in this enterprise is H. M. Farr of Holyoke, who has put much time and money into the project.

THE bicycle race between Taunton and New Bedford wheelmen for a silver cup will undoubtedly attract a great deal of attention. The Taunton club will be represented by Messrs. White, E. C. Anthony, C. E. Bolton, R. Borden and W. Rogers, while the New Bedford cyclists will put in the race Frank E. Weaver, Hayland Smith, Fred Smith, Crawford Dunham and Herbert A. Sisson. The distance is twenty miles, and the race will be decided on points, the first man in scoring ten, and so on till the last man has finished. It is stipulated in the deed of gift that the cup shall be raced for every year.

SUBSCRIPTIONS for the building of the proposed New Haven to New York path should be sent to A. G. Fisher, 27 Lyon St., New Haven, Conn. Nearly \$500 has already been subscribed. Each wheelman who subscribes to the path—and no subscription of less than \$5 will be received—is to be constituted a stockholder in the enterprise, and will receive a ticket and a badge, which will entitle him to the use of the path at all times. Touring wheelmen from other localities are to be provided with visitors' badges, which are to be dated and will be good only for one trip. Other riders using the path will be liable to arrest for trespass, and all the members of the association will be interested in enforcing this rule.

NEWS**AND COMMENT.**

HOWARD A. SMITH of Newark, N. J., lately injured his foot and ankle while riding. Mr. Smith is a wise man, as he had provided himself with an accident policy in the Fidelity and Casualty Co. of New York; so when Mr. Smith hurt himself he sent in a

claim which was allowed, and the company have just sent him a check for \$50, to repair damages. This is a practical hint for cyclists in general.

Bicycling News publishes an excellent portrait of W. A. Rowe, and in the same issue states that his records are "bogus."

THE Connecticut road book should be in the hands of every rider in New England. It is a superb and most valuable work. See advertisement.

THE initial number of the *Illustrated Buffalo Journal* has come to hand. This paper will be devoted to the interests of the great Fair and Cycle Tournament to be held in Buffalo next fall.

A CORRESPONDENT from Williamsport, Pa., wants to know the best route from Plattsburg, N. Y., to Albany, N. Y., via Whitehall. Will riders along this route kindly furnish us with the desired information?

WE are requested to publish the following notice: The Chicago, Milwaukee and St. Paul Railway has arranged that wheelmen with bicycles may enter and leave the yards of the Union Depot, Milwaukee, at the East end of the enclosure, on Second street. The officer in charge at that point is duly authorized to examine tickets,

and will refuse admittance unless railroad ticket is shown. Procure your tickets at down-town office, or at Union Depot ticket office, and do not under any conditions attempt to run your bicycle into building, either at main passenger entrance or through baggage room. Riding inside of inclosure is strictly prohibited.

WE are in receipt of the initial number of the *Athletic World*, to be published weekly in New York by Messrs. F. P. Prial and William Neuman. Both gentlemen are well known as being connected with the *Wheel and C. T. R.* The publication will deal with general athletics and out-door sports of every description. We wish Editor Prial and Manager Neuman every success in their new venture.

NO. 5040 thus writes us, and challenges the old ones to tackle him: "I see considerable talk about old riders in the B. WORLD AND L. A. W. BULLETIN. I claim to be the oldest rider in the L. A. W., and if there are any older I want to know it. I am fifty-nine years old next August, I ride a fifty-inch Columbia Expert, and this is my third year, I learned to ride two years ago this month. If there are any riders in the L. A. W. fifty years or more of age that would like to ride for purse or medal, I should like to come in, and I would not object to riders forty-five years of age if they would handicap themselves enough to make it even."

ON June 3 Joseph L. Gard and C. C. Hopkins, of the Denver (Col.) Ramblers will start on a tour a-wheel across the prairies, the former going to Kansas City, and the latter through to Columbus, Ohio. The proposed route is along the Kansas Pacific R. R. to Kansas City, to Hannibal, to Springfield, to Indianapolis, and to Columbus—about 1400 miles. Hopkins expects to make the trip, under favorable conditions, in three weeks. A complete record of the roads will be kept. Gard rides a 52-inch, and Hopkins a 55-inch ordinary. W. S. Doane, of Boston, now in Denver, proposes riding to Boston on his wheel during the summer.

A good story is told about R. H. Childs, of the San Francisco Club. He was treating a young lady friend to a tricycle ride to the Cliff House, and was about to start from there on his way back when it became impossible to move the tricycle. Mr. Childs left it at the beach and walked with his companion all the way to the Haight-street terminus, it being after the Park and Ocean trains had stopped for the day. The next day an express wagon was sent for the injured machine, when lo! It was found that the only thing the matter with it was that the brake had been put on hard, and Mr. Childs had neglected to loosen it when about to start for his return trip. This story would indicate a very precarious condition of the Child's mind, a condition which all susceptible young men will appreciate.

OR the Connecticut Road Book the Springfield *Union* says: "Mr. Huntington deserves the congratulations of every wheelman on producing so perfect a work. And he not only deserves congratulations, but the hearty thanks of every true lover of the wheel. There are road books, and road books, but Mr. Huntington's book stands pre-eminently as not only the best, but the first practical road book ever published. Fortunate the wheelman who has one of these in his possession, as it can easily be pocketed, and instead of the usual pondering over a mass of confusing names and unintelligible descriptions, in the 'Road Book of Connecticut' the cyclist will have a book that he can read and understand as he runs. It is the ideal road book, and a study and a practical test of it will convince one that its merits instead of being overestimated have been underestimated. It is certainly a book that will be of inestimable value to every Western Massachusetts wheelman as well as for members of the Connecticut Division of the League of American Wheelmen, for whom it was compiled." See advt.

UNDER date of 25 May, Karl Kron gives us an order for "Pedal and Path" (advertised elsewhere in this paper), for sending to one of the copartners who is selling "X.M. Miles" for him in Australia, and he writes as follows: "On this anniversary of the day when the final form of my book was printed, I ask your sympathy for the ill-luck by which the pamphlets that are designed to advertise said book are kept for three months in the clutch of the insolvency court. I cannot get hold of them until the affairs of my bankrupt printers are settled, though the failure is no fault of mine. The applications now on file for pamphlets (150 pages of 'press notices' and specimens) exceed 200, and include nearly 50 from Great Britain; but I am quite willing to add another thousand to this free-list, as fast as the postal cards containing the addresses can be mailed to me at Washington square, New York. The gift-book, which may thus be secured for the modest outlay of one cent, impresses more printed matter than any cycling book existing at the end of 1886, and the distribution of 5000 copies thereof will begin just as soon as 'the law's delays' allow."

TO "PEDALS."

Oh! Pedals, now you've done it,
You've put Illier on his ear,
And I see your rounded pipstems
A-trembling in your fear.

Your production was poetic,
But it was an awful slip,
For it worked George to a humor,
To smite us head and hip.

And the Britishers are kicking
At our records and our Rowe,
But, confound the cynic creatures,
Can their brains be made of dough?

We have honor in this country,
As we'd have George Lacy know,
And if he's judging us by English tactics,
Why, he can stomach his own crow.

Despite Dick Howell's beating him,
We have faith in Billy yet,
And believe he'll show his baby wheel
To Dickey bird, their pet.

Now hear me, dear Pedals,
Billy took your kind advice,
He friz on to the "ped-work,"
And frizzed like so much ice.

And you, too, dear B. WORLD,
Wont to give head-work a rap,
You see it worked a feather
Into Richard Howell's cap.

So fight it down no longer,
Leg-work is good and right,
But without good sense and head-work,
One is apt to lose the fight.

R. G. B.

THE BALTIMORE MEET.

WHILE Baltimore is first in many great enterprises, as shown in the article of last issue, she is not, in the holding of League meets, but she has one great advantage, viz., the experience of others to be guided by. Consequently, in arranging the meet this year, the aim has been to improve on weak points exhibited at former meetings, though they are few, we must admit. On the other hand, the brilliant precedent established by other cities must be maintained. To do both we have endeavored to arrange a programme that we hope will be attractive enough to induce the largest attendance ever at any former meet, which, in brief, is as follows:

The first day, Monday, June 18th, will be devoted principally to the business meetings, which will be held in the concert hall of the Academy of Music. Meeting of the Board of Officers at 9 A. M.; the constitutional convention at 2 P. M.; and the meeting of the Board again at 8 P. M. During the morning and evening, while the Board is in session, there will be numerous runs for those who do not have to attend these meetings; and in the afternoon, while the constitutional convention is in progress, the ladies' run will be taken.

On the second day, Tuesday, June 19th, at 9 A. M., the parade will start from Boundary avenue and Charles street and pass over a short route, which has been selected for its beauty, through the most attractive portion of the city, and over mostly asphalt pavements, with a very little Belgian block, which is well kept and affords easy riding, and disband in Druid Hill Park, where the League photographs will be taken, and cooling refreshments served, after which the route will be taken again towards Arlington Driving Park, over the Pimlico road, as described last week. Upon arriving there a bountiful lunch will be served, and here, with a fine and fast (half-mile) track, an interesting list of ten events, among which will be the one-mile L. A. W. championships for both bicycle and tricycle, a large field of starters, and the attendance of Baltimore's fairest daughters, only blue skies will be required to render the races one of the most pleasing entertainments of the meet. The races will be started at 3 P. M., sharp, and be over in time to allow the visitors to reach their hotels by 6 P. M. At 8 P. M. a Grand National Smoker will be inaugurated at the Concordia Opera House. A gymnastic, acrobatic, musical, dramatic, serio-comic and farical "go-as-you-please" entertainment will be furnished from the stage.

On Wednesday, June 20th, the third and last day of the meet, besides the many beautiful and attractive runs over the famous shell-

roads and others, a grand excursion down the Patapsco River, Chesapeake Bay and Severn River will start from Light Street Wharf at 3 P. M., sharp. The mammoth steamer "Columbia," sister ship to the "Grand Republic," will sail down the harbor, giving a fine view of the port; past Fort McHenry, with its historic interest and poetical inspiration, as illustrated by Francis Scott Key, and touching at Canton Wharf to pick up the tourists from the run down the shell road; past Fort Carroll, out into the noble Chesapeake, past numerous light houses and enter the Severn River, landing at the ancient city of Annapolis, the capital of Maryland, and cherished by every American who remembers that grandest act of the "Father of our country," who here delivered up his commission. After an hour spent in roaming about the delightful United States Naval Academy grounds, all aboard again, and swinging around into the Chesapeake Bay, make fast to the wharf at the point of destination, Bay Ridge, the Coney Island of Baltimore. A dip into the briny, a saunter about the beach, or an indulgence in the many amusements at the famous resort, has sharpened appetites that must be pleasantly appeased, and the means are at hand in luxurious abundance. A supper on the unique products of the bay, combined with those of the land, and the average wheelman is ready for something more. A fine orchestra has enlivened the trip, and now it takes station in the Opera House and pours forth entrancing strains that cause agitation among the dainty feet of the pretty maidens and matrons. So, "on with the dance, let joy be unconfined," until the approach of the mystic hour when all are homeward bound. Eleven o'clock—a boom—a shrieking shell—a sharp explosion, and myriad dancing lights high in mid-air give the signal for all aboard. "Cast off there, fore and aft!" and once more the prow of the majestic steamer parts the waters of the Chesapeake. It is a heavenly moonlight, and the return trip of thirty miles is all too short. Music and moonlight, phosphorescent waters and gleaming skies, effulgent stars and admiring mortals—ah, if it could but go on forever! but no, the noble ship with its happy freight touches the wharf, and the Ninth Annual Meet is a pleasant memory of the past—*Vive la L. A. W.*

To those who have never been to the National capital, the meet will afford a good opportunity to visit it, as it is only an hour's run down there, and a few hours' riding over the smooth asphalt pavement and a glimpse at the public buildings, are worth the trouble of the journey, and you will be gladly welcomed by the cyclists of that city.

SHURMAN KNOCKS THE FORDS HILL RECORD.

"Special to the World."

SHURMAN climbed Fords Hill, Philadelphia, seven consecutive times without a dismount, on a Springfield Roadster. He finished fresh and could have gone up more times but darkness prevented.

Philadelphia, May 28, 1888.

SHURMAN GETS THE RECORD ON EAGLE ROCK

ONE of the greatest feats on record in the way of hill-climbing was performed yesterday afternoon on the famous Eagle Rock Hill in Orange. J. H. Shurman, on a Springfield Roadster, rode from the corner of Broad and Market streets to the summit of Eagle Rock and back to the starting place, without dismounting, three times in succession. The feat was witnessed by nearly a thousand people who had been attracted there by an announcement in Saturday evening's paper that the feat would be attempted. The start was made at 3.39, from the sign post to "To Montclair." Frank Brock and another of the New York Bicycle Club men were at this point to take the time, while at the top of the hill was E. J. Decker, C. L. S. Walker, W. W. Walters, Messrs. Silver, Paxton and others. Shurman started up the hill as though it had no grade. Upon reaching the top he wasted no time, but came down at a pace which was simply terrific, the "coast" from the summit to the starting point could not have occupied much more than two minutes. He passed the starting point, turned and went off for a second trip at precisely 3.56, or 17 minutes from the first start; up and down, a turn around and off he went on the final at 4.09 3-4, the second round trip taking 13 3-4m. The last trip was the quickest by far, as he passed the finish at just 4.22 1-2, or 12 3-4m. for the round trip. This is the first time any person has ever mounted the hill more than once without a dismount, and the record will probably stand until Mr. Shurman beats it himself. At the finish he was as fresh as a daisy and said he could easily have made a fourth trip if necessary. This is a great victory for Shurman and the Springfield Roadster. To-day he is in Philadelphia for the purpose of knocking out Mr. Wells' records on Fords Hill. Percy M. Harris is with him.

Newark, N. J., May 28, 1888.

RATCHET

CHICAGO-PULLMAN RACE.

(Special Telegram to the World.)

THE great event to which Chicago wheelmen have been looking forward for weeks, the annual road race from Chicago to Pullman, came off to-day. It was the second held here, both having been promoted by R. D. Garden, manager of the Pope Manfg. Co's. branch house. Last year the number of entries and the grand list of prizes far eclipsed the expectations of even the most sanguine, and this year's event was even more successful. No less than eighty-six men sent in their entries, although the race was strictly confined to members of local clubs. The handicap, which was made known a week ago through the columns of the *Referee*, did not give satisfaction, but this is not to be wondered at, inasmuch as there has been absolutely no means of gauging the prowess of the men owing to the absence of any record in the racing line.

As early as nine o'clock there were hundreds of people on Michigan avenue, and by ten fully five thousand people lined the street, a large number of policemen having all they could do to keep the roadway clear. At this hour everything was in readiness, and the riders commenced to assemble in the roadway. Among the on-lookers were Harry Corey of Boston, Art. A. Taylor of the Pope Mfg. Co., Chas. F. Stokes of the Springfield Bicycle Co., R. P. Gormully, L. W. Conkling representing the Victor, P. E. Stanley, President of the Chicago Athletic Association, and many others equally well known.

Promptly at 10.10, Paul Stege, F. J. Roberts, W. O. Munford, C. A. Stokes and A. W. Harris, the limit men, were sent on their way. The scratch man, Van Sickler, started at 10.24, and six minutes later Rhodes, on a Springfield Roadster, started to beat the best record over the course. There were in all starters.

As soon as the last man had departed, the officials and at least five hundred spectators made a rush for the Illinois Central train, arriving at Pullman only a few minutes before the first rider came in sight. The crowd at the finish was tremendous, and it seemed as if all Pullman had turned out in honor of the event. Great excitement prevailed, and it was with difficulty that a course was kept clear.

The first six men in were as follows:

1. A. Lumsden, Fort Dearborn Club, 11m. handicap.
2. J. Sage, Fort Dearborn Club, 13m. 30s. handicap.
3. H. E. Loveday, Illinois Club, 9m. handicap.
4. H. E. Saur, Lincoln Club, 7m. handicap.
5. F. E. Spooner, Lincoln Club, 7m. 30s. handicap.
6. W. B. Greenleaf, Fort Dearborn Club, 8m. 30s. handicap.

Winners' actual time, 54m. 47 seconds.

H. R. Winship, of the Fort Dearborn Club, made the fastest time, which was 53m. 20s. W. A. Rhodes did not break record, he going over the course in 54m. 52s.

THE MULE.

RESULTS OF THE ALPHABETICAL ASSOCIATION'S ROAD RACE.

(Special telegram to the World.)

AN anxious lot of cyclists we had here last night when it rained, anxious for fear that the rain would fall and the floods descend and spoil our long-looked-for road race. When the early bird saw that the weather would probably be propitious, eager preparations were made to get out to the starting point. Early in the forenoon the boys began to show up on the streets and avenues of Newark in goodly numbers, and the majority of them wended their way mountainward, some going to Park avenue, some to Central or Springfield avenues, and others going by way of Clinton avenue. But, no matter which road they took this morning, none of them failed to "catch on," by some route or another, to the Irvington-Milburn course. Considering the almost incessant rains of the past few weeks, the course was not in as bad condition as it might have been.

Long before noon people began trooping up Springfield and Clinton avenues from the direction of Newark; each car brought its share, and at one o'clock it was safe to say that four thousand spectators were on the course between the flagpole and Campbell's Dam. Taking a hurried glance from side to side as we move along the course one sees many familiar faces, and is able to point out uniforms of nearly every cycling club within twenty miles of the course. In the way of mounts this is the place to "pay your money and take your choice."

Everything looks green and fresh along the road, and as the "chosen ones" saunter up to their respective marks, each face wears that determined look which seems to say, "if I don't come out at the head I'll at least make somebody pull to beat me." Every one of the thinly clad flyers looks "as fit as a pin," and each one receives a

perfect ovation as he comes to the front. The starters and results:

Kings County Wheelmen, Brooklyn—T. J. Hall, T. L. Wilson, Beazley, W. C. Marion; 34 points.

Brooklyn Bicycle Club—H. L. Bradley, W. S. Mead, J. W. Stenken, E. P. Baggott; 34 points.

Schoefer, J. F. Borland; 32 points.

Hudson County Wheelmen—C. E. Kluge, F. Gubleman, C. A.

Elizabeth Wheelmen—W. H. Caldwell, S. J. Berry, Jr., L. B.

Bonnett, G. C. Pennell; 20 points.

Time men finished as follows:

C. E. Kluge, Hudson County Wheelmen,	*1.30.00
E. B. Baggott, " "	*1.30.00 1-4
H. L. Bradley, Brooklyn,	*1.30.01
T. L. Wilson, Kings County Wheelmen,	1.31.30
W. H. Caldwell, Elizabeth Wheelmen,	1.32.10
T. J. Hall, Kings County Wheelmen,	1.34.06
W. S. Mead, Brooklyn,	1.34.16
L. J. Berry, Jr., Elizabeth Wheelmen,	1.34.48
Beazley, Kings County Wheelmen,	1.35.52
J. W. Schoefer, Brooklyn,	1.36.12
W. C. Marion, Kings County Wheelmen,	1.36.44
J. F. Borland, Brooklyn,	1.39.22
F. Gubleman, Hudson County Wheelmen,	1.39.59
C. A. Stenken, " "	1.41.09
L. B. Bonnett, Elizabeth Wheelmen,	1.43.00
G. C. Pennell, " "	Fell; did not finish.

* American record.

Notwithstanding the rain of last night, the road was in fair condition. The lower part was good, the upper part was heavy. The New York Club withdrew. In the 23d mile Kluge took a header, but he was not much hurt, and he finished in good shape. On the 14th mile Stenken was taken sick, fell and cut his left hand badly, but pluckily remounted and finished. On the 22d mile Pennell took a fearful header, was picked up insensible, was cared for by a physician and taken home in a carriage. It was the finest race ever held, and the first three men in broke the record. Thomas Stevens acted as referee.

Newark, N. J., May 30.

THE VETERANS' RACE.

We have received only one entry for our proposed aged mens' race at Baltimore this month, and that name is C. H. Stone, of St. Louis. We should have at least half a dozen entries in order to make the affair a success. In order that we may make the necessary arrangements, we shall have to ask those who contemplate entering, to send in their names so that they reach us by June 13.

THE ONE-MILE SAFETY RECORD.

At Coventry on Saturday, May 12th, F. W. Allard, mounted on a "Swift" safety, made by the Coventry Machinists' Co., succeeded in beating the one-mile safety record, 2m. 39s., made by A. P. Engleheart. Allard was carefully paced by W. A. Rowe and W. J. Morgan, and finished full of running, his times being:

	M. S.	Previous Record.
1-4 mile	- - - *39 4-5	41
1-2 "	- - - 1 18 2-5	1 17
3-4 "	- - - *1 53 3-5	1 59
1 "	- - - *2 37 1-5	2 39

This is still another feather in the cap of the Coventry Machinist people.

* Record.

THE AMERICAN TWENTY-FIVE-MILE ROAD RECORD.

W. L. VAN HORN's twenty-five-mile road race took place Sunday, May 20th, at 9.45 A. M., and was a finely contested handicap race. The course is six and one-fourth miles long, and was run over four times. There were four hills on the course, and a sandy surface, so the riders had sixteen hills to climb, as well as the sandy surface to ride over. The winner, Robert Gerwing, won from the scratch in the splendid time of 1 hour 30 min. and 40 sec., which is the amateur record for America. Gerwing rides a 55-inch Apollo. There were ten starters, as follows:

R. Gerwing, scratch,	- - - 1 30 40 Record.
R. Creek, 15 minutes,	- - - 1 46 37
J. Collins, 7 minutes,	- - - 1 39 43
J. D. Park, 9 minutes,	- - - 1 45 00
H. E. Peck, 6 minutes,	- - - 2 00 00
J. C. Epmeter, 7 minutes,	- - -

Morris, Kennedy, Pynchon, Davis and Mulligan did not finish.

Mulligan rides a 36-inch Ideal, is fourteen years of age, and he had 15 minutes start; he went off at a good clip and rode about a mile, and getting tired, jumped off and rolled in the dirt and came back saying that he had taken a bad header and could not finish. Croll was one of the starters, and took a header, shaking his teeth pretty badly, and is now using milk diet. Says he is going into the next race, and is going to "do" the boys. Bob Gerwing is a fast man, and is capable of beating any of the Eastern amateur riders with ease for twenty-five miles or better. The officers of the race were as follows: Starter, W. L. Van Horn; judges, W. S. Doane, Geo. E. Hamon; scorers, Harry Gordon and E. R. Rice; timers, Geo. E. Hallett, B. Backman. The time was very carefully taken, and the course measured by Lakin cyclometers. W. S. D.

[Our correspondent is correct as to this being record. The best previous twenty-five-mile record was made by C. E. Kluge, in November, 1887, his time being 1:31.03 1-2.—Ed.]

[At the time the above was put in type, it was record, the performance of Kluge, Baggott and Bradley, in New Jersey, beat it.—Ed.]

THAT SAN FRANCISCO RECORD RIDE AND ANOTHER ATTEMPT.

Editor Bicycling World: Might I be allowed a little space in your columns in relation to the "famous" run of the San Francisco's to San Jose on Saturday, February 25?

There were some mistakes in the accounts published on March 25, which I will correct. Seven (7) men of the San Francisco Bicycle Club, consisting of Messrs. B. C. Austin, Jr., A. A. Mathews, Harrison Houseworth, Fred. Hess, Jr., F. J. H. Manning, W. A. Ruthrauff and C. Union Brewster left on the 4 P. M. boat from San Francisco and rode to Fruit Vale, leaving the train and taking their wheels at 5 o'clock; the pedaling was rapid, and with but one stop before arriving at Centreville, and that was one of ten minutes at San Leandro. They arrived at Centreville at 6.40, making the run in 1h. 30 min. actual time—the distance 22 1-2 miles by cyclometer, as against 26 published.

They left Centreville at 8.15, and allowing a minute stop at Milpitas made the time 1h. 50 min. to San Jose, as we arrived there at 10.10 P. M., distance in round numbers 42 1-2 miles, whole time riding, 3h. 20 min.

Now the fact that they held the rapid pace into Centreville without trouble has set some of them to thinking that they could get into San Jose inside of 2 hours by using daylight clear through, and on next Saturday, May 26th, three of us, Messrs. Austin, Mathews, and myself, are going to give the time a trial—although the roads are in no where near the condition they were on February 25th.

We shall each take documentary evidence, have the paper signed by the conductor as to our time of leaving the train—at Centreville as to our arrival and departure, the same at Milpitas, if we stop there, and when we reach the St. James Hotel; we shall also take the cyclometer register at all places, and forward a copy of the whole to you.

If people call us l—s for 3.20, we will try and give them an opportunity to add a — in front of it.

We will make but (2) two stops, one at Centreville, about ten minutes, and the same at Milpitas, although the latter depends upon how we feel, as San Jose is but 7 miles further on, we may not stop at Milpitas at all.

We take the 2 o'clock boat and expect to reach San Jose about 6 o'clock or before.

Hoping some of the wheelmen will do me the justice to think I am telling the truth, I will sign my name as well as number.

Fraternally and truthfully yours,

C. UNION BREWSTER, 15377.

WICHITA'S INDIGNATION.

THE constant reader of the BICYCLING WORLD will perhaps remember an article from Detroit Twinkler in the issue of April 27th. To doubt that the Star Bicycle Club had an enjoyable time during Miss Emma Abbott's engagement in their city would be a discredit to America's favorite actress. Neither has Wheelman cause to think that the Star Club had a jolly time on their Mt. Clemens run which immediately followed. But when he winds up his article by saying: "and talk about fun, I don't believe you Easterners know what the word means, so come here and we will teach you." It sounds like ignoring all wheelmen who happen (from choice) to be so unfortunate as to live west of Detroit longitude. A gentle hint to the writer for Washington Ladies' Cycle Club might also be in place. It is well enough to remember that the number of cyclists' west of the aforesaid places is no small item. To the correspondents who refer to their fellow-cyclists as "Easterners," allow a Kansan to suggest, that if they want to see the wheelman's paradise—roads the like of which they have never seen—come to Wichita, and a

thoroughly organized club of thirty wide-awake and enthusiastic members called *Wichita Wheelmen* will take pleasure in showing them God's country.

A fifty-mile State record will be made by a member of this club on the 27th.

Kansas wheelmen are loath to understand why the rate to the National meet extended no further west than St. Louis. However, the writer will endeavor to mingle with the "Easterners" on that occasions. ***

DECORATION DAY NOTES.

THE rain spoiled the proposed picnic of the Massachusetts Division. It was decided to hold a mammoth smoker at New Era Hall, Boston, last night (Thursday) and get away with the provisions provided for the picnic.

At Waltham, (Mass.) Victor Kuhn beat A. H. Hale in the match for \$50 per side. The distance was 25 miles, but Hale quit at 12 1-2 miles.

At the same place E. T. Bigelow won the 12 1-2-mile race, beating A. W. Porter and A. A. Brown. Bigelow fell, but he won in spite of the accident.

At the same place C. A. Adams won the 6 1-2-mile race, beating J. F. Lauthlin.

The meet at Portland of the Maine Division was a success, over 100 members being present. G. M. Worden on a Springfield Roadster won the hill-climbing contest on Clark St. Hill. This is the first time the hill has ever been climbed on a bicycle. It is 1132 feet long, and the grade is one in seven and one-half; 3000 people witnessed the contest. R. L. Patten and George Barnes also succeeded in reaching the top.

GRADE OF SON-OF-A-GUN HILL.

WE are indebted to the St. Louis *Spectator* for a table of the grades of this famous hill. We quote: "This hill is only little more than half as long as Ford's Hill, but the surface is abominable and there is no comparison as to grades. These measurements and levels were made carefully and certified to Dec. 2d and 3d, 1883, by Cola E. Stone, E. M. Starr and T. J. Reynolds, and neither the surface nor the grades on that kind of a hill improve by age. The length of the hill is 1,144 feet, and in this distance it rises 108 1-4 feet, an average of one in 10 1-2 for the whole distance. Beginning at the foot of the hill and taking a level at each change of grade, the result is as follows:

First	43	feet	rise	1	18.6
Next	35	"	"	1	8.2
"	30	"	"	1	7.29
"	40	"	"	1	9.17
"	10	"	"	1	6.23
"	40	"	"	1	14.7
"	35	"	"	1	8.1
"	20	"	"	1	6.83
"	45	"	"	1	10.2
"	35	"	"	1	8.8
"	35	"	"	1	8.29
"	50	"	"	1	11.7
"	90	"	"	1	10.7
"	80	"	"	1	9.29
"	35	"	"	1	8.29
"	30	"	"	1	7.29
"	35	"	"	1	7.8
"	35	"	"	1	8.
"	50	"	"	1	12.1
"	40	"	"	1	8.9
"	90	"	"	1	10.5
"	45	"	"	1	9.9
"	45	"	"	1	10.5
"	40	"	"	1	10.2
"	111	"	"	1	45.

BICYCLIST ROWE INJURED.

HE DEFEATS WOOD, THE NORTH OF ENGLAND CHAMPION, BY TWO FEET.

(Cable to the Globe.)

LONDON, May 26.—William A. Rowe, the American bicyclist met with a serious accident in a contest at Jarrow to-day. His collar bone was broken, and he received internal injuries. Rowe beat Wood, the North of England champion, by two feet.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

OFFICIAL NOTICE.

LEAGUE members who desire place in the League tour, are respectfully requested to make application before June 9, to prevent delay in making final arrangements.

W. S. BOMBERGER, Tourmaster.

THE GREAT CENTURY RUN.

NEW YORK TO PHILADELPHIA, JUNE 16th, 1888.

GENERAL PLAN.—Rendezvous at Newark, Friday afternoon, June 15th, (afternoon run around the Oranges); leave Newark 4 A. M., Saturday, June 16, via Elizabeth to Plainfield, (short rest); to Sumerville, (rest and refreshments); to Trenton, (mid-day dinner and rest); to Philadelphia, via Bristol and Camden, 92 miles in all; finishing the Century on the Lancaster Pike in company with the Philadelphia Wheelmen. Mr. W. R. Tucker, of the Associated Cycling Clubs, has charge of the latter part of the run.

The main run will be under the command of Capt. L. A. Clarke, of the Mercury Wheel Club, from Newark to Plainfield; under Capt. F. L. C. Martin, of the Plainfield Bicycle Club, from Plainfield to Trenton; and under Capt. W. M. Crozer, of the Trenton Wheelmen, from the latter city to Philadelphia. Messrs. Fuller and Murphy, of the Brooklyn and K. C. W. clubs respectively, will act as buglers and pacemakers of the run, under the command of the above gentlemen.

The following is a list of the clubs interested, viz: Citizens, Manhattan, Harlem, New York, K. C. W., L. I. W., Brooklyn, Huntington, Mercury and Yonkers, all of New York; and the H. C. W., Essex, Plainfield, Bloomfield, Rutherford, Passaic, Elizabeth, Trenton, Bordentown, Union County and Sumerville, all of New Jersey.

Unattached wheelmen are as welcome as any others, and will be assigned by number to the squads of one or another of the club captains in the run—or if their number is sufficiently large will be formed into a separate division by themselves.

The pace will be moderate, and as the route almost parallels the railroad, a break down would be of little consequence. For description of the route in detail see the "WORLD" of May 4th.

GENERAL INSTRUCTIONS.

The headquarters will be The Continental Hotel, Newark, near the D. L. & W. R. station. The D. L. & W. is the best line for reaching Newark or Orange, and carries wheels free.

Club captains will please report to the commander at the above hotel, on the evening of Friday, June 15th, to receive their assignment in line, and to furnish information to the statistician of the run.

BUGLE AND WHISTLE CODE.

Whenever a general dismount is made for rest or refreshment, the "assembly" will be sounded by bugle, followed by "mount."

When in the saddle the whistle code will be used as below, viz:

Single file.
Double file.
By fours.
Dismount. (or by bugle).
Caution.

Club officers are requested to keep sufficient interval between squads to allow for the process of "tailing out" where riding in single file is necessitated.

L. A. CLARKE, Secretary,
25 Broad street, New York City.

THE MAJESTY OF THE LAW MUST PREVAIL.

A FEW days since one of our best known and most energetic Boston wheelmen, who sometimes sells a bicycle to a friend, "just for the glory of the thing," was instructing a purchaser of a New Mail in the mysteries of the art of coming to the ground repeatedly without more serious injury than the loss of a few square inches of cuticle. This instruction was taking place in one of Boston's noted streets, a street where once resided the foremost exponents of "Boston cultuah." Now, alas, these good people have gone the way of all flesh, and with them departed also from this section the last vestiges of that noble art which people in the West insist is the birthright of all Bostonians.

The evident uncomfartableness of this youthful aspirant to the ranks of the L. A. W. (who, of course, hopes *someday* to become President of the League, *vice* Kirkpatrick, retired with a pension), soon drew together a motly crowd of sightseers, who manifested unmistakably their approval at each fresh example of the tremendous force, which gravity exerts upon those who try to set at naught her laws. The crowd increased in size, completely blocking the approaches to the street, and the small boy was present in full force. "Yi, yi, looker that; ain't 'e a dandy tumbler." "My, wouldn't

Barnum give 'im a job, though. "Say, Mister, are them legs of yours padded?" This latter to the teacher. "Yer ain't got sand 'nuff ter ride a bisickle. "Get off yer perch." "Yi, yi, see 'im go it." "Cheese it, fellers, here's the cop." Enter the guardian of the peace, who walks up to our friend and collars the one with the big legs with the remark:

"See here, young feller, this thing's got to stop. Don't you know you haint got no right to ride in this street?"

"No right to ride in this street," says our friend, who has not heard of the League without getting points, "no right to ride in this street, what are you giving us?"

"None of your remarks," replies his majesty, "you just dust out of here."

"See here," replies the cyclist, "don't you know that a bicycle has just as much right in the street as a horse and buggy?"

"None of your back talk," was the answer, "you just get out of here. I don't know nothin' about your having the same rights as teams, but I do know you can't use them things in this street, as long as I am here."

"Well then, where can we ride?" asked our friend.

"Oh, go up to the Common, that's a much better place." (Mem. We think it might be well for the Police Commissioners to post their roundsmen as to what is, and what is not proper in cycling.)

"Oh, they won't let us ride there," was the answer, as the twain slowly started along.

It may be interesting to some of our readers to know who it was so unfortunate as to be made an example of by the Law's servant. It was none other than "Harry Drummond, Harry, the popular, the pace maker, the forked-lightning salesman," better known to local riders as "Davie."

Q. D.

TO BROOKLYN WHEELMEN.

THE new route to Flushing from Brooklyn cannot yet be given with exactness, but the general directions are as follows: From Bedford avenue out either Halsey street or Putnam avenue to Howard avenue, westward on Howard avenue and its continuation to the car stables at Ridgewood, turn right on the macadamized extension of Myrtle avenue, on right foot path to the village of Glendale. In Glendale follow the road across the rail road and up the hill, turn left at blacksmith's shop about 1-4 mile beyond, the rail road bridge to the left, turn right at next corner and then ask the natives the way to "White-Pot and 'Ireland Mill.'" The road is sometimes known as "Strong's Bridge Road." Never mind the sign of "road closed," on the edge of the meadows. After passing the "Ireland Mill," turn left at the next road beyond, direct into Flushing. Distance between Ridgewood and Flushing, a short 8 miles.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

WE received our long-looked-for Victor Safety last week, and we notice many great improvements of the 1888 pattern over that of last year. The most marked improvement is that of the steering, that difficulty has been lessened so that now no difficulty is experienced. We are pleased with our mount, it is steady, easy running, and very comfortable machine.

A GOOD story is told by *Sport and Play* of an English Bishop who sent around to the wardens a circular of queries, among which the following appeared: "Does your officiating clergyman preach the Gospel, and are his conversation and carriage consistent therewith?" The answer came: "He preaches the Gospel; doesn't keep a carriage, he only keeps a tricycle!"

WILL HARRADON, on a 48-inch New Mail, essayed to beat Worden's record on Union Hill last week (Tuesday), and so he proceeded to climb that eminence seven times without a dismount, which he did, and was ready to go once more if it had been necessary. He is shortly to make a further attempt in the presence of formally appointed officials. This feat beats Worden's record by two ascents, Worden's record being five times. Will some one please give us the grade for Union Hill for our record-book. Mr. H. P. Merrill will perhaps favor us?

THROUGH the courtesy of Mr. Stevens, the American manager for the Coventry Machine Co., we were given the pleasure of testing the qualities of the specially light Marlboro' Club Tricycle. We can say, without reservation, that we found it the easiest running tricycle we ever rode. This machine is built specially for light men, experienced riders, and good roads. For men of 150 pounds or under, and where good roads exist, a more excellent machine than this cannot be found. We take pleasure in thus commending this machine to riders where the above conditions exist.

eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member.

"Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 141—Total 114—6886.

Boston, June 1st, 1888.

CALIFORNIA DIVISION—1—33.

San Fran. Bi. Club.
1905 Morse, S. B., 2330 Fillmore st., San Francisco.

CONNECTICUT DIVISION—3—410.

Ramblers Bi. Club.
19075 Haral, W. W., Jr., 202 Clinton ave., Bridgeport.

Unattached.
1904 Grohman, Carl L., Box 722, Hartford.
1914 Robbins, Milton H., Lakeville.

DELAWARE DIVISION—2—40.

Wilmington Wheel Club.
1907 Kurtz, John D., Jr., S. W., cor. 4th and Poplar, Wilmington.

1914 Van Trump, C., Reginald (P. O. address, Box 5128, Ithaca, N. Y.), Wilmington.

DISTRICT OF COLUMBIA DIVISION—2—93.

Capital Bi. Club.
19076 Seufferle, Percy L., 511 E. st., N. W., Washington.

19055 Booth, E. H., 2d And. Office, " "

ILLINOIS DIVISION—4—566.

Jacksonville Wheelmen.
19078 Schureman, Lee, Jacksonville.

Ottawa Cycling Club.
1906 Wilson, J. H., Recorder's Office, Ottawa.

Unattached.
19035 Rogers, Thomas Jefferson, Ins. for Deaf, Jacksonville.

19036 Hasenstab, Philip J., Ins. for Deaf, " "

INDIANA DIVISION—6—177.

Brookville Bi. Club.
1916 Federman, Geo., Brookville.

1915 O'Brien, Henry B., " "
1917 Rockefeller, Geo., " "

1918 Rockefeller, Ed. R., " "
Unattached.

19056 Jones, Harry, 440 N. Mer. st., Indianapolis.
19045 Lewis, F. A., La Fayette.

IOWA DIVISION—2—123.

Le Mars Bi. Club.
19057 Gaston, Chas. A., Le Mars.

Unattached.
19119 Ryder, Burns, Box 900, Clinton.

KANSAS DIVISION—1—119.

Wichita Wheelmen.
19120 Fortner, Albert B., "Beacon office," Wichita.

19037 Nuderlander, D. R., 629 No. Lawrence ave., Wichita.

Unattached.
19007 Peafer, A. J., Kelly & Lysle, Leavenworth.
19008 Woodrow, H. G., Parsons.

KENTUCKY DIVISION—1—73.

Unattached.
19121 Lamb, Andrew J., Box 65, Louisville.

MAINE DIVISION—1—113.

Portland Wheel Club.
19058 Smith, Howard C., 221 Congress, Portland.

MARYLAND DIVISION—11—305.

Maryland Bi. Club.
19142 Guy, Walter E., 221 E. German st., Baltimore.

19143 Harding, W. H., 1702 Madison ave., " "
19144 Wheeler, I. D., Drivers Mec. Bank, " "

Rambler Cycle Club.
9123 McClenahan, C. H., Cecil Cy. Port Deposit.

Unattached.

19059 Caldwell, Herbert C., 1050 N. Eden st., Baltimore.

19122 Hollingshead, D. S., Y. M. C. A. Bld., " "

19124 Ostendorf, W. G., 201 W. Saratoga st., " "

1910 Strow, Fredk. W., 1425 Lanvale st., W., " "

19047 Williams, J. J., M. D., 327 No. Charles st., " "

19125 Tilghman, Sumnerfield, Centerville.

19145 Fowble, H. D., York Road.

MASSACHUSETTS DIVISION—0—1090.

Columbia Bi. Club.
19048 Aldrich, James L., No. Attleboro.

Roslinale Cycle Club.
19060 Cottle, Henry E., Roslinale.

Unattached.
19009 Bishop, El. B., Box 388, Andover.

19138 Bellamy, Rev. Francis, 27 Alaska st., Boston.

19139 Rodger, Geo. A., Leominster.

19140 Macomber, W. M., 13 Summer st., Medford.

19091 Drew, E. B., West Newton.

19092 Harris, Geo. W., 3 Webster st., Worcester.

19093 Kenworthy, John, 13 " "

MICHIGAN DIVISION—5—233.

Grand Rapids Bi. Club.
19094 Bennett, Chas. D., 119 Broadway, Grand Rapids.

Mountaineer Bi. Club.
19065 Mead, Edwards N., Box 62, Iron Mountain.

Unattached.
19070 Mosher, Wesley, Holly.

19080 Poole, Chas. H. S., Ithaca.

19099 Polhemus, W. E., " "

MISSISSIPPI DIVISION—1—11.

Natchez Bi. Club.
19126 Essig, Philip M., Natchez.

Unattached.
19101 Frank C. A., M. D., 3517 Market st., St. Louis.

19100 Miller, O. J., 340 Washington avenue, " "

19090 Kelly, Joe H., P. H. Smith Hardware Co., Sedalia.

NEW JERSEY DIVISION—16—644.

Hudson Co. Wheelmen.
19030 Baggot, E. P., 219 4th st., Jersey City.

19038 Cornwell, J. W., 316 Bergen ave., " "

19040 Cordner, J. J., 400 Communipaw st., " "

Morris Wanderers.
19127 Bellman, E. R., Madison.

Trenton Wheelmen.
19088 Thompson, Horace A., Box 644, Trenton.

Y. M. C. A. C. C.
19084 Durvee, Geo. W., 104 Park st., Orange.

19082 Geer, Frederic M., 48 Orange st., East Orange.

19083 Kynor, W. F., 92 Centre st., " "

19082 Parmlly, Geo. L., 20 Mulford st., East Orange.

19084 Raindle, R. S., P. O. address 62 John st., N. Y. City.

19085 Smith, Dr. Adam, 537 Main st., East Orange.

19080 Smith, Rest Feumer, Jr., 42 Burnett st., East Orange.

19087 Underhill, Geo. A., 16 Barnett st., " "

Unattached.

19103 Service, W. E., Bridgton.

19090 Vidal, W. T., 157 Belmont ave., Jersey City.

19089 Bunn, Harry C., Pennington.

NEW YORK DIVISION—10—2113.

Buffalo Bi. Club.
19104 Cock, Chas. A., 183 Franklin st., Buffalo.

19107 Daves, Wm. A., 402 Niagara st., " "

19106 Ellis, Sam'l., 158 Prospect ave., " "

19108 Morse, H., 55 Main st., " "

19105 White, J. W., 101 Clinton st., " "

County Seat Wheelmen.
19112 Hock, Robt. J., Goshen.

K. C. W. .
19111 Johns, W. W., 142 Lawrence st., Brooklyn.

19110 Seaman, C. F., 221 Cumberland st., " "

19109 Wiegand, H. S., 79 Duane st., " "

Wappinger Wheel Club.
19091 Clapp, B. F., Wappingers Falls.

Unattached.
19092 Chambers, M. C., 239 Hooper st., Brooklyn.

19129 Wood, Frank E., 1285 Main st., Buffalo.

19091 Bowne, Sidney B., Glen Cove, L. I.

19097 Baird, Howard A., 11 West Fulton st., Gloversville.

19128 Barry, A. R., 57 W. 92d st., New York City.

19050 Reismann, M., 173 E. 73d st., " "

19051 Symmons, A. H., N. Y. Times, " "

19042 Clark, J. W., Jacob, near 12th st., Troy.

19146 Phillips, N. D., Tuxedo Park.

OHIO DIVISION—1—789.

Toledo Cycling C.
19052 Hubbell, E. P., Eaton's Lion Store, Toledo.

Unattached.
19131 Maxwell, F. S., Box 182, Steubenville.

19130 Albin, C. D., Springfield.

19068 Herbert, Wallace, Newton Falls.

PENNSYLVANIA DIVISION—18—1266.

Erie Cycling Club.
19113 McConnell, J. F., Erie.

Shamokin Bi. Club.
19069 Heimer, Lou N., Shamokin.

19070 Kurtz, A. J., " "

19071 Mullen, T. L., " "

19072 Timmes, J. J., " "

19073 Ryan, W. H., " "

Unattached.
19074 Ellsworth, G. M., Altoona.

19013 Jackson, Hickman, Kennett Square.

19091 Hickey, J. W., D.D.S., Littlestown.

19132 Cohn, J. H., Milton.

19093 Foster, G. E., Oil City.

19147 Powell, A. G., 1217 Callowhill st., Philadelphia.

19148 Powell, Mrs. S. E. W., " "

19135 Wildman, Dr. Wm., 1102 Arch st., Philadelphia.

19133 Shick, Chas. H., Reading.

19083 Huber, J. Frank, 108 Market st., Sunbury.

19081 Knerr, Rev. G. A., 1016 No. 7th st., " "

19134 Unger, H. S., Waynesboro.

RHODE ISLAND DIVISION—2—210.

Unattached.
19136 Chase, W. G., Box 885, Providence.

19137 Hutchins, Harry M., Box 1125, " "

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, _____

Club, _____ P. O. Address, _____

City and State, _____

References: _____

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

IF you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

SPECIAL.

All Advertisements in this Department 20 cents a line.

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-Hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54-inch, fine condition, \$75.00 each. Taken in exchange for new wheels, we are selling at less than actual cost. Every machine offered guaranteed sound. No wrecks. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$160, were \$185. New and second-hand Experts, Victors, Ridges, Muls, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippers Tricycles from \$30 to \$125. Ridge Meteor and Beeston Humber Tandems from \$65 to \$160. Discount to dealers. Write for new List, just out, and let us know what you need. Exchanges and Installments. Complete Stock of Repairs for all Beeston Humber. L. H. JOHNSON, 401 and 403 Main St., Orange, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

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Bundle Carriers, Tire Tape Standard Gloves, Z. & S. Stocking Supporters, Lantern Hangers, Lighting and Lubricating Oils, Newark Enamel, Standard Rubber Cement, Tire Cement, Spoke Grips, Newark Shoes, Belts, Stocking with linen sole, Caps, and in fact anything in the sundry line.

THE NATIONAL A HIGH GRADE BICYCLE

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

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TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents.

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What influence had Wanamaker & Brown with it, that they got the contract for making the uniform?

Merit—straightforward merit and goodness and the price. Better arguments we don't want.

We're used to getting business by such means.

We've got the contract for uniforms for the greatest railroads in the country by that means. We make uniforms for the best military associations, cadet corps and military bands. It's a steadily enlarging stream with us—that uniform business.

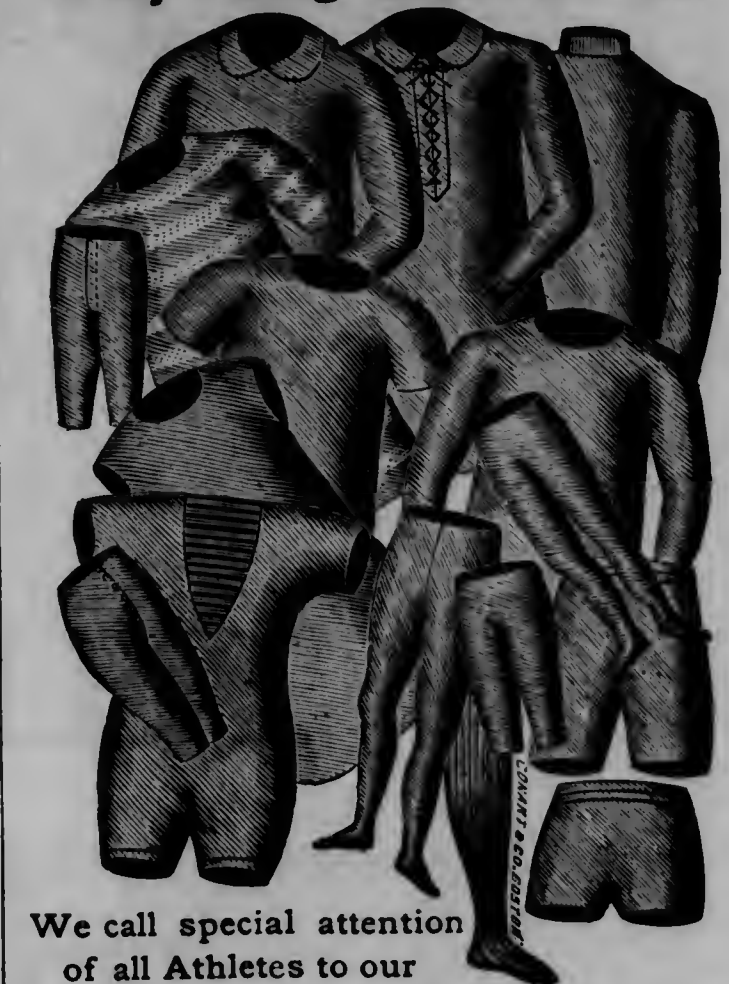
The reason is the most natural one you could imagine. We know how to make everyday clothing the very best. We don't use our skill in one sort, and withhold it in another. We are at making the very best clothing the whole year round. For that reason we sell more of it. And for that reason we sell it for less.

Send us your Uniform order promptly. You'll get it promptly. WANAMAKER & BROWN, Philadelphia.

Send for samples of any clothing you want.

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Let every Sportsman try them.

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MANUFACTURED BY THE

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THE W. C. B. JOCK STRAP.

This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong.

It prevents an ungraceful appearance when the wearer is dressed in tights, or in close-fitting pants. It does not bind or cramp the person at any point, and can be worn all the time with comfort; in fact, the wearer does not feel it.

It can be washed when necessary without becoming stiff and harsh.

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competent to judge, and unprejudiced, whether he be expert or amateur, mechanic or business man,

ACKNOWLEDGES

that the felloes on the Columbia Light Roadster are in strength, rigidity, and in every quality which can be put into a felloe

THE BEST

and appear to be a "mechanical climax," having reached that

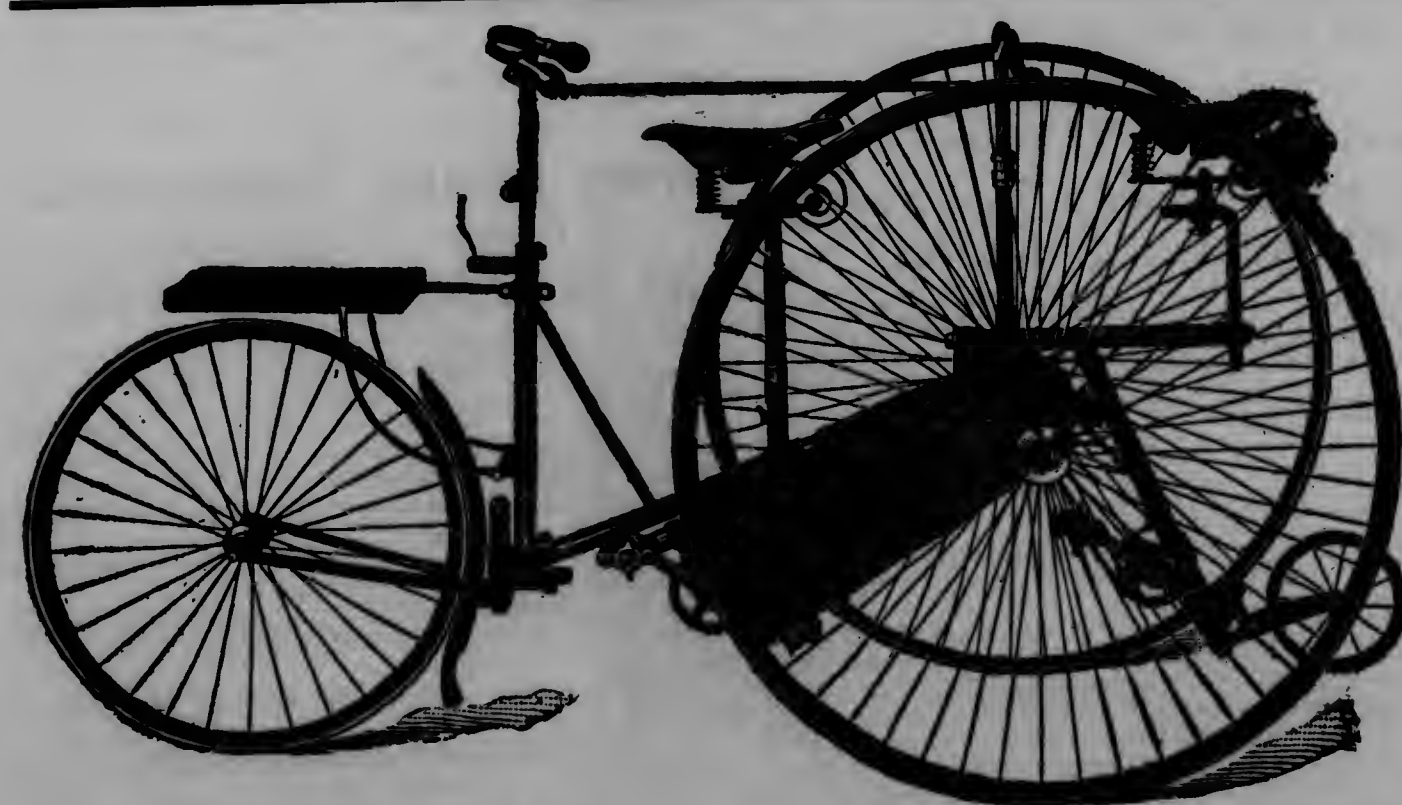
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where improvement is im-

POSSIBLE.

These felloes are of the best imported, cold drawn, seamless steel tubing, rolled into a hollow crescent shape and coiled while cold, thereby preserving unchanged the original quality of the steel, the only heat being used in the brazing of the ends together.

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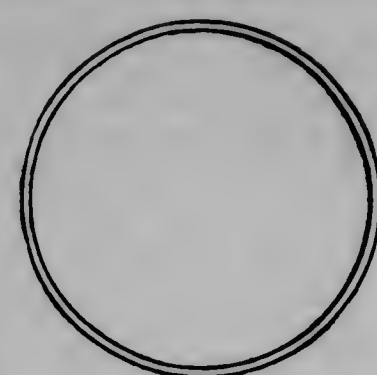
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A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

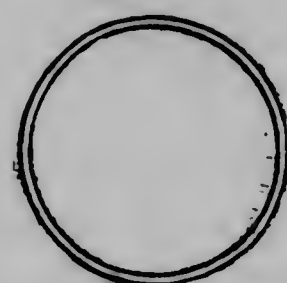
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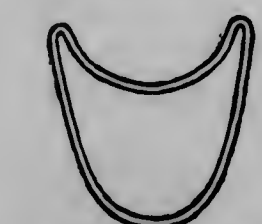
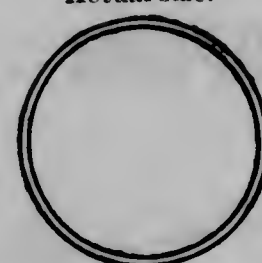
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Section of front wheel felloe on Columbia Racer. Actual size.



\$1.00 a Year.
5 cents a copy.

BOSTON. 8 JUNE, 1888.

Volume XVII.
Number 6.

HERE'S ANOTHER.

Leavenworth, Kas., May 15th, 1888.

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Gentlemen: We believe in "Victors" here. In our club of sixteen, we have fifteen "Victors" and the one "black sheep" is waiting for a Victor Safety.

Yours respectfully,

OTTO H. WULFEKUHLE, Secy-Treas.,

Leavenworth Co. Wheelmen.



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Are made of the very best Worsted and Fine Wool Stock, and for beauty of design, superior workmanship, durability and reasonable prices cannot be excelled.

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Our Fine Worsted Bicycle Hosiery, in all weights and colors, is not equalled by any other manufacturer, and is appreciated by our best Hosiery dealers.

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TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

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In this Department, 15 cents a line. Cash must accompany the order.

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\$87.50 takes a 54-inch Am. Champion Roadster, never has been ridden; owner wants smaller size. S. W. KIRKLAND, Brattleboro, Vt.

FOR SALE. 50-inch full nickel Expert Columbia Bicycle, with attachments. Address CHAS. J. GIERING, Middletown, Grange Co., N. Y.

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NEW RAPID 1887 SAFETY. Victor 54-inch, Expert 52-inch. Write for prices. NEW RAPID AGENT, 329 River street, Troy, N. Y.

BARGAIN. Make us an offer for a new Columbia Light Roadster Bicycle; also 55-inch Bicycle. T. B. RAYL & CO., Detroit, Mich.

GENUINE Rudge Humber Tandem; very good condition, \$150. Rudge Light Roadster, 52-inch, \$75. Address XXX, care Bicycling World.

LOOK. 48-in. Rudge L. R.; spade handles; B pedals. \$85. Send C. O. D. for examination. Box 5, Augusta, Me.

FOR SALE. Columbia Light Roadster, 51-inch, latest pattern, entirely new; run only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, \$165. Will sell at sacrifice, including everything. Address W., care Geo. D. Hazard, 83 Equitable Building, Mass.

FOR SALE. One 1887 American Light Champion, 53-inch; standard finish; fitted with Lakin's 10-cyclometer and ram-horn bars; best hill climber on the market; sacrificed! for \$75; will send for inspection. Address JAMES E. SEARLES, Little Falls, N. Y.

FOR SALE OR TRADE. One Columbia Lady's two-track Bicycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

FOR SALE. 48-inch Victor, good as new, \$65; 50-inch Oxford, \$15; 52-inch Rudge, \$60; 52-inch British Challenge, \$15; 54-inch British Challenge, \$45; 55-inch Columbia Light Roadster, \$60. A. J. KOLP, Scranton, Pa.

BARGAIN. Club Tandem; balls all around; convertible; in fine condition. Price \$100. Apply Room No. 14, 32 Pemberton sq., Boston.

FOR SALE. 53-inch Victor, 1887 pattern; in A1 condition; balls all around; used but one season; King of Road Hub Lamp; nickel Spade Handles. Will send for inspection. Address P. O. Box H, Mauch Chunk, Pa.

FOR SALE. A Columbia Tandem, new in 1887; in perfect order. Address A. H. FLACK, Claverack, N. Y.

FOR SALE OR TRADE. A new Star Bicycle, direct from manufacturers, for a light two-track lady's tricycle of any first-class make; new machine preferred; perfect one required. Offers to be accompanied with illustration or full description of wheel. Correspondence solicited. H. P. USHER, Seneca Falls, N. Y.

QUADRANT TANDEM for sale cheap; good order; open front; either rider (or both) brakes and steers. BRADFORD, 398 Madison st., Brooklyn, N. Y.

SACRIFICE. One 52-inch Victor Light Roadster, and one 52-inch Gormully & Jeffery Champion, both pattern of 1887; in first-class condition; almost new. Will sell both machines to the highest bidder above \$50 for either wheel. Bids open for 10 days. J. B. ESTLE, 708 Larrabee street, Chicago, Ill.

IF you know of anyone who wants a 52-inch Bicycle for a small sum, apply to H. W. HAYES, 103 State street, Boston.

TRICYCLE FOR SALE. Rudge Rotary Tandem; convertible; good condition; balls all around. Cheap. Drawer 69, Canandaigua, N. Y.

GREAT BARGAIN. 36-inch Kangaroo; nearly new; ball bearings; Sparkbrook Tricycle; open front, ball bearings. Address J. W. CARTER, 172 Columbus, ave., Boston.

A BARGAIN. 42-inch Facile Bicycle, '86 pattern. Has not been ridden 10 miles; practically new. Address Lock Box 644, Providence, R. I.

AN EASY MATTER to keep perfect record of riding. The Cyclist's Record Book, 50c. C. D. BATCHELDER, Sanford, Me.

The Cyclist's Road Book

Connecticut and Westchester.

BY CHARLES G. HUNTINGTON.

By Mail, \$1.50. Connecticut Members of the L. A. W., \$1.00.

Address

D. J. POST,

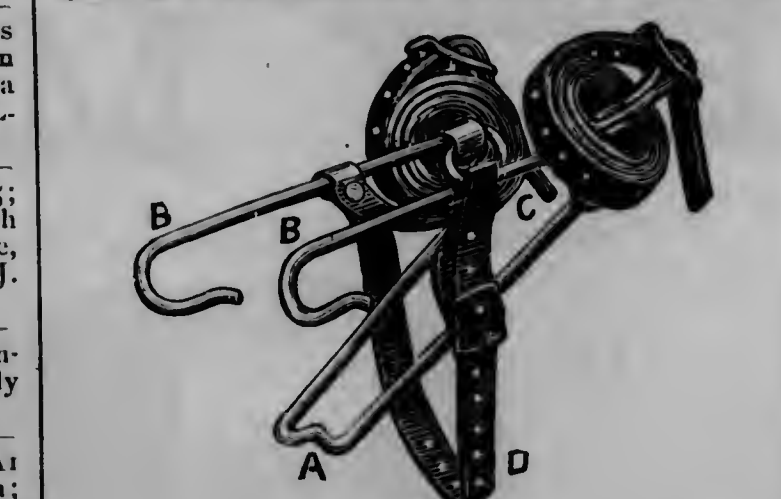
Drawer 11, - - Hartford, Conn.



TOULMIN'S BUFFALO BICYCLE SHOE, Is made of the finest genuine Kangaroo in every size and width. Price, per pair, \$3.00. Liberal discount to club and Bl. Agents. Send for Circular.

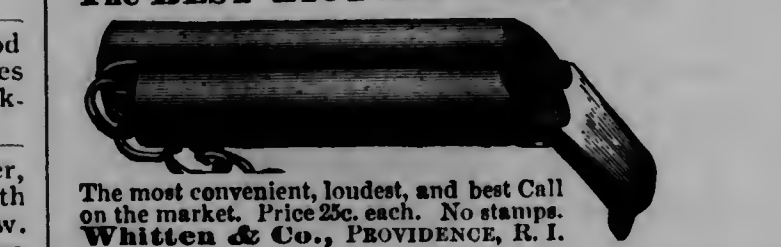
W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

SMITH'S DETACHABLE LUGGAGE CARRIER



"A," Bracket rests on brake spoon. "B," "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon. Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade. C. H. SMITH, 249 Woodward avenue, Detroit, Mich.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps. Whitten & Co., Providence, R. I.

Send price, lettering, and state gold or silver for any

CLUB PINS & BADGES,

You may want, and receive by return mail

A SPECIAL DESIGN.

Perfect satisfaction always guaranteed.

JOHN HARRIOTT,

3 Winter Street, Boston, Mass.

A. C. SPALDING & BROS.

BICYCLE CAPS.



No. A-30. Made of same material as No. A Grade of uniforms.....\$2.00
No. B-30. Made of same material as No. B Grade of uniforms.....1.75
No. C-30. Made of same material as No. C Grade of uniforms.....1.25



BICYCLE HOSE.

No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....\$2.50



No. 00. New Linen Sole Bicycle Stocking. A new and specially valuable addition to the cyclist's comfort. It is a handsome ribbed stocking, made in all colors, and the feet are made of the finest linen, which is almost as soft and pliable as silk. The advantages of this stocking (which is covered by a strong patent) are of course very evident, namely, having a splendid serviceable leg, and keeping the feet cool and comfortable. Price per pair.....\$1.25

No. 0. Fine Ribbed Bicycle Hose.....1.50
No. 1. Plain Wool Bicycle Hose.....1.00

Spalding's Bicycle Catalogue
Mailed Free.

A. C. SPALDING & BROS.,
108 MADISON ST., | 241 BROADWAY,
CHICAGO. NEW YORK.



THE * SPRINGFIELD * ROADSTER LEADS THEM ALL!

The best Wheel ever made for all around road riding. The best hill climber and the safest coaster,

CAN THEY BEAT THESE RECORDS.

Corey Hill, Boston, Mass., 4 times without a dismount.

Eagle Rock Hill, Orange, N. J., 3 times without a dismount. First round trip in 17 minutes. Second, in 13 3-4 minutes. Third, in 12 3-4 minutes. Average, 14 1-2 minutes. Time taken by J. H. Sutherland and Frank Brock. Witnessed by J. A. Sutherland, N. Y. Bicycle Club; C. A. Silver, of Concord, N. H.; Frank Brock, Newark, N. J.; W. W. Waters, Orange Wanderers, Orange, N. J.; and P. M. Harris, N. Y. Bicycle Club, N. Y.

Fords Hill, Philadelphia, Pa., 7 times without a dismount, beating all previous records, done by Harry Shurman of Lynn, Mass.

Walnut Street Hill, Worcester, Mass., by J. Fred. Midgley.

3d Street Hill, Wilmington, Del., 10 times without a dismount, by Victor R. Pyle.

Clark Street Hill, Portland, Me., by J. Minton Worden. The first time this hill has ever been ridden.

SPEEDY, SAFE AND MODERATE IN PRICE. SEND FOR CATALOGUE.

J. P. LOVELL ARMS CO., Sole New England Agents, 147 Washington Street, Boston.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.

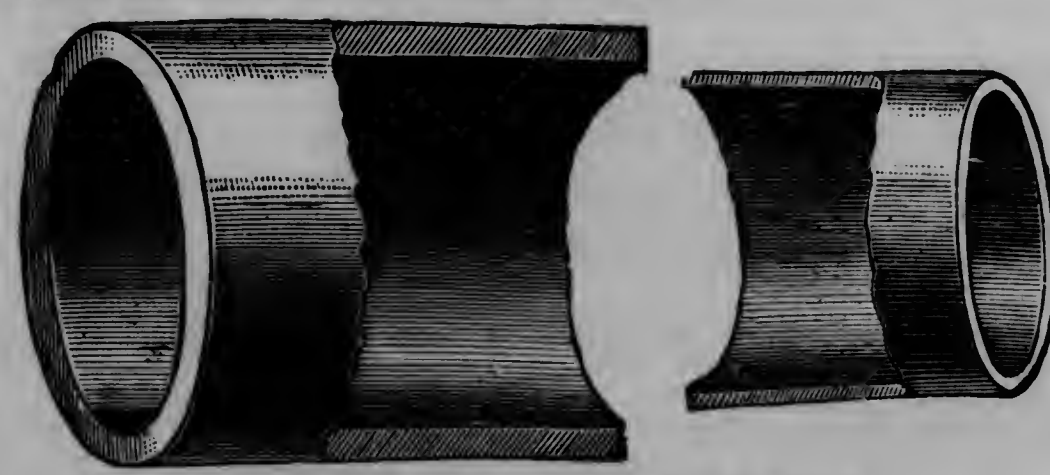


The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!

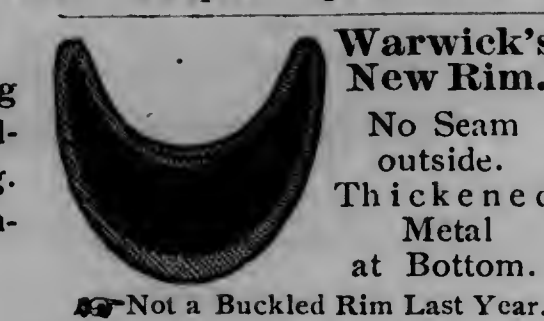


Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside.
Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

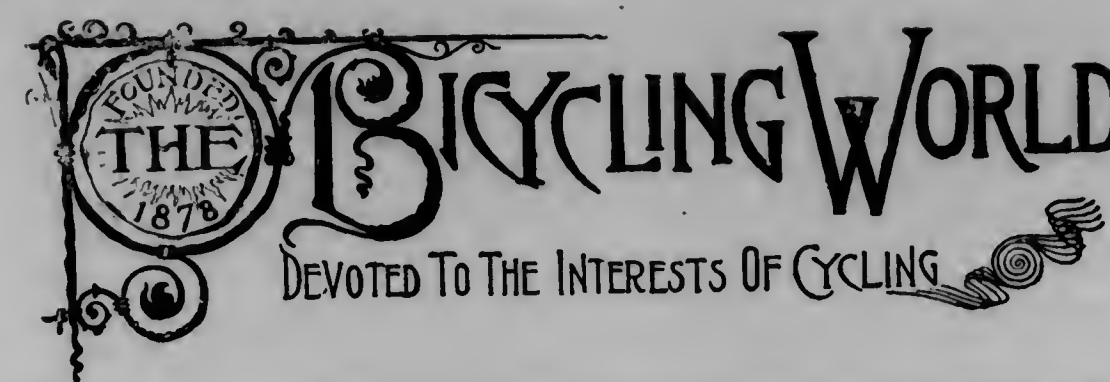
To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.
Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

Not a Broken Backbone Last Year!



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 8 JUNE, 1888.

THE scheme of the Finance Committee of the League meet to raise money as per advertisement on page 128 is meeting with great success. We are advised that over \$1000 has already been realized. There is still a chance for you and others who may wish to take a chance.

THE subscriptions to the New Haven and New York path are coming in. There is, however, not that amount of enthusiasm that we would like to hear of. Brace up, gentlemen, you who live on the line of the proposed route should send in your little \$5, or more, to Mr. A. G. Fisher, of New Haven, Conn.

WE desire to call special notice of League members this week to the several notices in our columns and the official department of the paper. We give all the information that will be of use to members contemplating a trip to Baltimore. Read them all carefully and make your plans to be in Baltimore during the meet, and then the trip to Washington should not be omitted.

MR. H. J. CROWTHER, of Baltimore, and Mr. N. L. Collamer, of Washington, will represent the WORLD at the Baltimore meet and at Washington. L. A. W. officials and others will confer a favor on the editors of this paper if they will extend the usual courtesies to our correspondents. We are sorry we cannot be present ourselves, but we can do better by our readers by staying in Boston and delegating the reporting part to efficient men.

SOME of our correspondents will notice that their contributions do not appear this week. There was a lot going on all over the country last week, and we have striven to cull and cut where we thought it could best be spared. We have an enterprising inter-

view with H. D. Corey on the the Buffalo Tournament, and other matters of general interest, which will appear next week, together with other communications which will keep a week and not spoil.

GENTLEMEN of the League, this issue is about the last one that will reach many of you before the meet at Baltimore will be in full blast. The Baltimore men have worked earnestly and honestly to make this affair a success, and now it behooves you to pack up your gripsack and turn your face towards the "Monumental City." Division members who expect to be on hand should at once notify their Chief Consul of their intention of being present. Chief Consul Hayes, of Massachusetts, has personally appealed to us to urge all Massachusetts members to communicate with him at once, so that arrangements can be made in case such members desire to journey to Baltimore together.

L. A. W. MEMBERS PLEASE NOTICE.

THE route of the annual League tour, which begins at the Pennsylvania Club House, Philadelphia, June 11, is by way of Paoli to Coatesville, to Lancaster, to Columbia, to York, to Gettysburg, to Waynesboro, to Hagerstown, to Boonesboro, to Frederick, to Ellicott City, to Baltimore, arriving Sunday, June 17. Distance, about 240 miles.

HOTELS—NOTICE, L. A. W. MEMBERS.

PLEASE add to the list of hotels already given, The Altamont (American) can accommodate 75 guests, \$3.00 per day. Barnum's Hotel (American) can accommodate 300 guests, \$3 per day. All other hotels will accommodate the wheels of guests.

GEORGE HAGERTY,
Chairman Reception Com.

WASHINGTON HOSPITALITY.

Editor Bicycling World:—In view of the fact that a large number of the wheelmen who will attend the League meet in Baltimore intend visiting this city on the 21st of June, the Capital Bicycle Club, at its last meeting, passed the following resolution:

Resolved, That the freedom of the club house be, and it is hereby, extended to all wheelmen who shall visit Washington after the L. A. W. meet in Baltimore.

FRANK W. MOULTON,
Cor.-Sec. Capital Bicycle Club.

Washington, D. C., May 29, 1888.

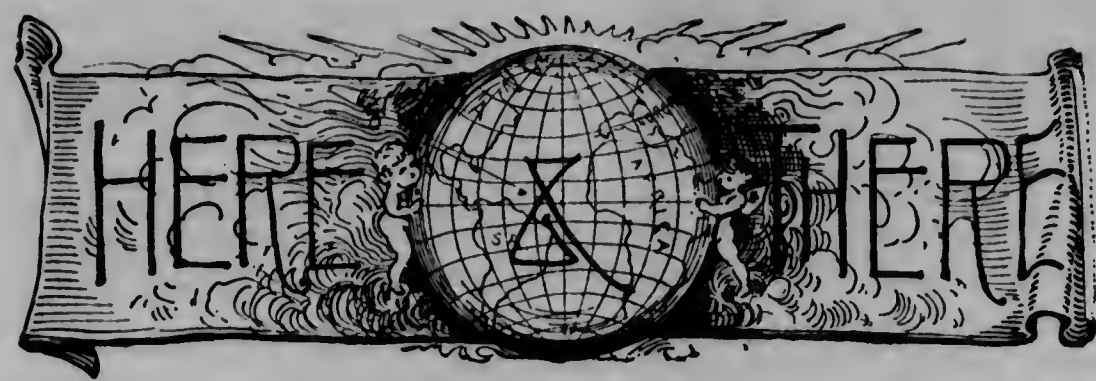
SPECIAL RATES BETWEEN BALTIMORE AND
WASHINGTON.

Editor Bicycling World: I take pleasure in announcing that the special rate of \$1.20, from Washington to Baltimore and return, has been obtained on the Baltimore and Potomac R. R. Wheels free. This rate is good for six days, from the 17th to the 22d of June, inclusive. All persons calling upon Chief Consul Atwater, 1206 Penn. avenue, will be supplied with cards entitling them to the special rate upon presentation of the cards at either the 13th street ticket office or the depot.

FRANK W. MOULTON,
Chairman Com. on Transportation,
D. C. Division, L. A. W.

Washington, D. C., June 4th, 1888.

A MOST dastardly act was that perpetrated by some hoodlums in the vicinity of the pumping station on Dorchester avenue the other night, as members of the Brookline Club were riding home. The Chronicle thus describes the affair: "While passing over the road leading from the station to Dorchester, Messrs. C. S. Cobb, F. M. Seamans and F. A. Singleton made a spur and were riding rapidly some distance in advance, when their wheels struck an obstruction in the road and all three were thrown violently to the ground. The remainder of the party came up and upon examination found that a row of bricks had been laid across the street in the shadow of an electric light pole, which being invisible to the advance riders caused their overthrow. The obstruction was placed by a number of boys, who from a safe distance viewed, and evidently enjoyed, the result of this dastardly act. The injured men managed to ride home, and called at Dr. Moore's office. It was found that Mr. Seamans' left arm had been dislocated at the elbow, and that he had received other painful but not serious injuries. He will be laid up for several weeks. Mr. Cobb sustained a bad cut upon his head and his hands and knees were injured. Mr. Singleton was not badly hurt."



ENGLISH LETTER.

"SENATOR."

POOR H. E. DUCKER is receiving a terrible flaying from George Lacy Hillier on Springfield records and other things too numerous to enumerate. "Jarge," as the English pressmen like to call him, has had seriously some grounds of late to "get back at" his old grievances. Rowe's utter failure to show that "incomparable form" which the American press asserted he would show when he met Howell, and the sudden tumble acted like blood to a Bengal tiger in Hillier's case, and he ravenously swooped on his prey. I have had a good deal of useful information from the editor of the *Bicycling News*, and I still say he "knows more about head-work and racing than the compiler of laudatory paragraphs and poetry or Rowe will ever know," unless they don't care to beat anybody, and some day may show "judgment" enough. I may have something to say about these champions in my future papers on "Champions whom I know, and champions I don't know and don't care to know either." We must acknowledge Mr. Hillier has the best side of the argument in "Legs vs. Head," and the talk of "necessary judgment and undoubted determination" by the young editor of your New York contemporary, whose "experience" of racing must be limited indeed, must have received a severe shock to his nerves when reading Rowe's successive defeats. The only one thing that Rowe ever did to give me confidence in him was his clever defeat of Fred Wood at Springfield; I watched that race closely, and let people say what they like, the men were travelling very fast on that home stretch, and the best man won that day. It was no criterion of Rowe's form to see him mow down men he knew, and men whom he had trained with; it was a man like Wood who would try any weak spot. You remember Wood never had a ghost of a chance. I wish since he had only placed his wheel alongside of Rowe, if only for twenty yards, to further strengthen my opinion of that race. There are many unkind enough to say the wheel Rowe rides handicaps him, and "pars" is already on the round to that effect. If the wheel was good enough for him to do 2.29 for a mile and two miles in the hour, it is good enough to win a race on, even if it is a "copy" of an English make.

DUCKER'S Buffalo tournament is the talk of racing England at present, and the prominence given it last week in the London *Sporting Life*, which devoted large space to some, and the extensive reproduction by the Provincial press, have now made the Buffalo tournament well known. Howell threatens an invasion, so does Fred and W. Wood, Allard, Dubois, Oxborrow, Englehardt, Battensby, Robb, Lees (John and Fred), and nearly all the leading professionals. The amateurs are at a standstill, and interest at present seems to be all with the professionals; one or two amateurs may, however, visit the States this fall, but an abundant crop of honest riding "pros" will surely be on hand. Howell is still dangers drawn with the American division, and his recent victories only makes him thirst the more for our scalp. Howell's intense jealousy of the success of the team in a great measure accounts for this, as Howell likes to be looked up to as the great front of cycling, and notwithstanding his rough exterior is very vain indeed. The newspaper war between the latter and the team's manager have raged hot and furious of late with no signs of a truce.

I RECEIVED a letter yesterday from my Chicago friend, Sam Miles, who used to hold down the *Sporting and Theatrical Journal's* edi-

torial chair, and who, when I supplied "copy" made fearful havoc with same. At that period the *Journal* was at its tide-flood of prosperity through the careful editorial supervision and excellent business management of Miles, who was cashier, editor and manager, all in one. My "copy," Miles would sometimes tell me, would on sundry occasions have developed first-class assassination societies, and libel suits to boot, and that it was for my well-being the "blue pencil" rapidly and successfully traversed my "copy." Some years spent in my friend's company made me look up to him as a kind of brother or guardian angel, and strange to say, while he was a member of the famous Harriers Running Club of Bristol I was a member of the Newport Bicycle Club, and our clubs met in competition, and although having seen him perform several times, I did not meet him until we both met as "pros" in games at Philadelphia. Mr. Miles has been some four years editor of the *Journal*, and writes me he brings out on May 7th the first issue of the *Referee*, a paper devoted exclusively to all manly sports, saving possibly a little horse talk. This was Miles's pet idea, an American *Referee* (and indeed mine also), founded on the same lines as the enormously wealthy and popular London *Referee*, edited by Henry Sampson ("Pen dragon") and George M. Sims ("Dagonet") of novel writing, melodrama construction, and "Mustard and Cress" fame. It is my friend's idea to make the *Referee* a popular five-cent publication for the millions, and his thorough knowledge of cycling and cyclists warrants the belief that the *Referee* will be the great Western organ of all sports.

Wheeling is taking a vacation, or at least one of its rotund editors is, F. P. Low is in Ireland talking Cockney to the fair Coleen Bawns, in Ennis, Kerry, Powerscourt Falls, and other Dublin rural retreats. Meanwhile Mc., with a pen steeped in gall and wit, and occasionally, yes occasionally in that impartial style known only to your fearless servant, he acknowledges worth as follows: "Senator Morgan is either the most fair unprejudiced and impartial writer that ever put pen to cycling, or he don't know who his friends are." This in a recent issue of *Wheeling*, and right on top of, mind you, the trick-riding controversy, and to say I feel flattered Mc., to use your London bar-maid's quotation, "is to draw it mild." In my discharge of the duty of an impartial travelling (or stationary) correspondent, I never intend to say, black is white; if the color be black or chocolate, I shall always call it black, friends or no friends, to the contrary "friends" shall never (if I can help it) warp my opinions. I feel happier in calling men and things by their right name, so does Mc. sometimes, I have no doubt.

My distinguished—yea, distinguished—brother correspondent, J. Purvis-Bruce (what an edgy, romantic name it sounds), otherwise the gifted "Gentleman John" (now "Jack"), by his denunciation of "Peebles" and Scotland generally, has brought down on his devoted head a perfect avalanche of criticism and keen shafts of defence of "Peebles" and Scotland generally by the editors of the *Scottish Cyclist*, the latest addition to cycling lore, and good lore it is, too; edited by two smart writers who believe, like the *Irish Cyclist*, also in calling things by their right name. The editors this week publish a letter of semi-apology from my "distinguished friend," who allows he was annoyed by the flies—he did not say that the fish he was trolling for had wings and flew away, but something with wings annoyed him—possibly Robby Burns was on a tour of inspection. Now, fie on you, J. Purvis, you should have stuck to it (as I did and do about Aberdeen) that the natives of Peebles were far in arrears in manners to our red friends from Colorado and Dakota, and I would have backed you up; but to allow the flies influenced your judgment, like the Ripley road dinner and sandwich men's feed is unworthy even of you, with that quiet, sarcastic, cynical, Walter Scott face of yours. You can say what you like about your Scotchman, but he is all there, and to give your American precedence in anything over the Scotch—even credit the "Yankee" with having booked all the front seats in heaven, you will find your Scotchman there ahead, in full possession of the stage and private boxes. On waking up one morning in No. 26 at the Edinburgh Waverly Hotel, I was intensely interested in a picture of the last judgment, pictures quite common in Scotch homes. At God's right hand came, first John Knox, next Robert Burns and Sir Walter Scott, then another crowd, in which the faces of Wesley, Whitfield, and other English divines were noticeable; but get on to the Scotch, they are there first, as they are in nearly all things. Remember, I do not for a moment quote the above profanely, as that is far from my heart and thoughts, but to show the immense assurance and enterprise of "Friend Donald." In Edinburgh and Glasgow, especially in Edinburgh, I never enjoyed myself better than in the company of my respected and talented friends, A. M. Donaldson and Dick Swiveller, of *Cyclist*, *Wheeling* and other cycling publication fame. But Aberdeen is quite different.

THE N. C. U. gives their championship at Coventry, June 21st,

and Eugene Crist, of Washington, will start with "Osmond and Company." Unless Crist has improved wonderfully since 1886, he will follow Rowe. The meeting will, I think, be a financial failure, notwithstanding the wily Findley Macrae promises the natives a band and dancing. Oh! fancy Messrs. Sturme, Hillier, Macrae, and "other N. C. U. shining lights" (phrase patented and copyrighted) dancing the light fantastic, to replete the N. C. U. treasury, with the frisky Coventry belles—polishers from the factories. 'Tis for a noble purpose though, and all for six pence, and even this device will hardly meet with the hard-headed Coventry workman's approval, who seems to be nauseated with the name of cycling, so constant is it before him.

KANSAS CITY.

"MENTOR."

A WHEELING tour from this city to Denver is the all-absorbing topic of conversation now. The exact time of start has not been named, but will very likely be in September. The route will be practically as follows: Olathe, Topeka, Junction City, Great Bend, Lyons, Coolidge, Pueblo, Manitou Springs, Denver, and it is possible that the tour will continue on to Laramie and Cheyenne, W. T. The tour will be in charge of J. H. Everest, Chief Consul of Kansas, and C. C. Candy, ex-Secretary-Treasurer of the Kansas Division, but now Western representative of the Overman Wheel Co., Boston. Besides the above-mentioned gentlemen, the following wheelmen have signified their intention of going on the tour: Ned Jewett, Leavenworth; A. J. Henley, Wichita; Nelson T. Haynes, Harry G. Stuart, and the BICYCLING WORLD correspondent, Kansas City. It was originally intended that the party would be a small one, but so many wheelmen have asked permission to participate that it is likely the tour will be a gilt-edged one, with "L. A. W." blown in the bottle. Wheelmen who desire to go on the tour should inform the managers. It is well to state in this connection that the success of the tour does not depend upon the number that goes, as Candy and a few kindred spirits will make the trip, crowd or no crowd. The wheelman who says he will go and doesn't will "bob up serenely" in this affair, just as in everything else. Such is human nature. The trip promises to be an enjoyable one. A stop of several days' duration will be made at Manitou Springs, so the hill climbers, a la Wells, Greenwood, et al., will have a "fair shake" at climbing Pike's Peak. For the benefit of the climbers, will the local Consul at Colorado Springs favor Mr. Candy with a profile of the Son-of-a-Gun of the West, and the maximum and minimum grade? Also, will it be necessary to wear red flannels in the climb?

THE ladies' bicycle craze has at last reached Kansas City, and orders for two have been sent by Charlie Ellis, for two ladies of this city. The wheelmen here are extremely anxious to see them.

THE governor of the Soldiers' Home at Leavenworth has offered prizes for a series of bicycle races on the Fourth of July. The races will take place on the numerous driveways on the grounds. They are not circular in shape, but the surface is equal to a race track.

THE United Wheelman's third club run is to Olathe Sunday. The club members have a very pretty club for their caps. It is in the shape of a wheel, with the monogram "U. W." and "Kansas City" between the spokes in enamel, while the badge proper is gold plated.

OUR racers have received entry blanks for the races at Baltimore, but I can assure the WORLD readers, positively, that our flyers will not bear away any of the medals and glory. Owing to a misunderstanding between the racers and the wheel manufacturers the former have lost all ambition for cinder path honors, and can be seen playing the great game of retrogressive poker most any evening.

CAPTAIN NELSON T. HAYNES, MESSRS. J. H. De Tar, R. B. Hall, R. M. Seibell, F. F. Austin, Harry C. Ramsey, Harry W. Bennett, Charles B. Ellis, T. E. Glavin, and ——— Lamb, of the United Wheelmen, were the guests of the St. Joseph Ruralists' Bicycle Club on Memorial Day. The boys returned in the evening, and said the St. Joe boys were lavish in their hospitality, and that the day will long be remembered as one of unalloyed enjoyment. After coming home in the evening the boys attended in a body the performance of the Ninth Street Theatre.

YOU can always spot a bran new, fresh, guileless wheelman. His actions betray his newness. He grasps the handles like grim death, he mounts by jumping into the saddle, he gazes straight ahead, being afraid to turn in either direction. The other evening your correspondent was wending his way homeward, when he noticed a wheelman preparing to mount. He had stopped to see his Amarantha; he did look too stunning ("stunning" is a good word in the West, Mr. Editor). He had on silk stockings, patent leather shoes,

and white linen, and a side board collar, with Gobelin blue necktie, and a decollete vest. He had also with him a "perhaps" moustache. He got his nickel plated machine out into the street, and with a graceful sweep of his arm, he takes off his lawn tennis cap, and with a beautiful sunny smile, said, "good bye, ah-reservoir," and blithely jumps into the saddle, off of it, and strikes the pavement with a dull, sickening thud. In base-ball vernacular, he fanned the air. In the catch-as-catch wrestle, his head goes through the wheel and comes out well mangled, as if he had been ground in a sausage mill. Moral: Never say good-bye to your sweetheart till you are mounted.

PENNSYLVANIA.

"ARIEL."

CAPTAIN SUPPLEE, of the Pennsylvanias, has requested all members to join the club run on Sunday, June 10th, to be given in honor of the Hudson County Wheelmen, who are expected here on that date. The visitors are to be shown a good time, and we hope they will carry away with them pleasant recollections of our city and its wheelmen.

ABOUT twenty-five of the Century Wheelmen are expected to make the Baltimore trip. Twelve have already signified their intention to go by wheel.

THE proposed race meet of the Camden Wheelmen did not come off on Decoration Day, owing to the unfinished condition of the track, and we had no races on the level in this vicinity.

THE Mount Vernon Wheelmen is the title of a club located on the asphalt of Mount Vernon street, and although not a large club yet they are active. A natty blue suit, with the letters M. V. W. in silver on the cap, constitutes the club uniform.

THE Century Wheelmen, at their last monthly meeting on last Friday evening, appointed Messrs. McGlathery, Rosenau, Sadler, Snyder, and Collins a committee to select a site on North Broad street for a new club house. A well-appointed house would have a marked effect in their membership.

A VERY handsome challenge cup has been purchased by the Pennsylvania Club to be held for five-mile races between the members. The winner must race for it with any challenger, at thirty days' notice. The cup is a magnificent specimen of silverware, about twenty inches in height, and was manufactured by the Meriden Britannia Co., through Mr. C. A. Roberts, of the club, who is their agent here.

ARRANGEMENTS have been made for the Pennsylvania Club at the Hotel Rennert, in Baltimore, at one dollar per day, on the European plan. The members will leave the club house at two o'clock on Saturday, June 16th, riding to Wilmington, and the next day tour to Baltimore, via Middletown and Tolchester Beach, distance about sixty-six miles. In case of rain the B. & O. R. R. will be taken on Sunday afternoon.

"DUQUESNE" in last issue scores the driver sharply in the Corbit accident. He must have been a mean-spirited specimen to refuse room to a man who was in one way helpless, but at the same time Mr. Corbit had no business to coast around a bend "wide open." This reckless riding while on the road has done no little discredit to wheelmen generally, as well as having been the cause of many serious accidents to themselves and others.

WERE you ever in Delaware on your wheel, Mr. Editor? No? Then take my advice and don't go. And if the Wilmington Wheel Club ever send you an invitation, accept it—and stay right in the club house. They are a jolly crowd and can entertain you handsomely, but don't let them inveigle you out on the road. Your humble servant was one of a party of forty-two well-meaning but misguided wheelmen, who undertook a little jaunt from Wilmington to Newark, Delaware, on Sunday, June 3d. The occasion was a trip of the Pennsylvania Club on invitation from Wilmington Wheel Club; the weather was simply perfect—"Oh, what is so rare as a day in June;" the company was most delightful; and the roads were—simply vile! A rough, clay, country road (worse than any cobbled street) alternated with patches of sand twelve inches deep, through which you had to push or carry your wheel, with here and there a path six inches wide with a gully on one side, and a fifteen-inch rut on the other side—and there's your road! I have been riding for several years and never struck anything like it before. A cry of distress would be heard, and there would be a rider hung up along the fence; an abjuration, and some fellow would have to take a pole to knock his cap off an overhanging bough. As for the tumbles and falls no one thought of counting them. One poor fellow on a Star particularly distinguished himself. We got to Newark at last, however, and the dinner the Wilmington boys gave us very nearly effaced recollections of our ride—especially as we

found there was a train home that afternoon. I must state, though, that some of the hard cases (perhaps I should say *hardened* cases) of the party scorned to take a train, and actually wheeled back to Wilmington. As the writer was in such a condition that he had serious thoughts of having his dinner served on the mantelpiece, he was not one of that party. It was a jolly trip though. Come again, Wilmington.

ONE of the pleasant little incidents was the unexpected meeting with Mr. Slothower, of the Rambler Club, Baltimore, who is now in Wilmington, and whose acquaintance we made last summer during our Baltimore trip. Not one of the least of the pleasures of cycling are the many warm friendships made all over the country by the tourist a-wheel.

IN reference to the new route to Flushing, described last week, I omitted to record a necessary turn which should be made to the left at a high red fence, on the left hand side of the road, about a mile and a half from the car stables at Ridgewood. I would not advise anybody to attempt this route unless accompanied by somebody who has been over it previously. The continuation of Howard avenue, East New York, to the Northward, goes by the name of Palmetto street, and can be ridden on the western sidewalk for its entire length.

THE long anticipated race between Messrs. Jones and Corby, of the Brooklyn Club—the former on a Victor Safety and the latter on his ordinary, was run off at Orange on the 3rd inst. Mr. Corby allowed Mr. Jones five minutes and three-quarters in seven miles and a half, but failed to overtake him, in fact only picking up thirty seconds of the handicap.

DECORATION DAY G. W. Kreger, L. I. W., won first place in the one-mile bicycle race at the Brooklyn A. A. Wm. Schumacher, same club, took first place in the two-mile handicap at the Manhattan A. C. games. At Queens, Leonard Kirby, Riverside Wheelmen, took first place in the one-mile novice, Mathews, B. B. C., second. M. Marshall, N. Y. Bicycle Club, took first in the two-mile and also in the three-mile in 3min. 15sec. Mr. Kreger, in winning the mile race at Queens, as above, made the mile record for that track, and consequently holds first chance for that medal. The competition for these medals closes on the 16 inst, and on that day Mr. Loyd promises an especially attractive field meeting.

WELL, the great road race is over at last, and very unsatisfactorily too, for the H. C. and the K. C. W. As a prominent member of the latter remarked, "I'd rather that we lose the race than leave it undecided." The record was badly beaten and the finish was one of the most exciting and beautiful ever seen in this country. The difference between the first and third men was but one second. The list of clubs represented at the course would be too long to publish, but they were legion. At "Davis" in Orange, the wheelmen at dinner numbered sixty-five of the Brooklyn Bicycle Club, two of the Mercury Wheel Club, twenty of the Trenton Wheelmen, and about fifty of the Long Island Wheelmen. The Brooklyn's representatives on the course numbered in all about ninety men. The only black spot on the whole day's fun was the actions of the drivers of the wagons and carriages who so unceremoniously crowded about the finish, and obstructed those who were late in coming in. Had there been a close struggle for any of the last places, the consequences might have been terrible.

MINNEAPOLIS NOTES.

"VERNON."

the club. Quite a ball team might be formed out of Savage, Hale, Bell, Reid, Lacor, Leachman, Bartlett, Stacy and Bowers. When it is a sure thing they intend to challenge the Standard Bicycle Club, of St. Paul, if they have a ball club.

THE boys at the club room are wondering who "Vernon" is, but as yet they have not guessed the right one.

A. M. BUCKMANN does not like to have the boys mention "Monte Cristo" or the "bill of fare" at the Windsor.

A "SOCIAL wade" was called for last Sunday to the ball park, but the mud was too deep, and very few turned out.

THE boys have received their L. A. W. suits. I will not say any-

thing about them than that they have been to "see" their agent here several times. One of the boy's breeches were broader than they were long, but we don't complain much as their agent here is making them all right.

LACOR is ahead in the road competition so far. Hale and Bell have taken their cyclometers off. I guess they don't want the boys to know how much they ride.

WEATHER permitting, E. J. Hale and Colie Bell take a trip to Lake Minnetonka Sunday, the scene of Oliver Optic's new piece in the *Argosy*. If they have any luck at all, they will probably catch a good string of fish.

L. A. W. 2304, from Faribault, in the last *L. A. W. Pointer*, broaches a scheme in which they intend to get up a three-days' encampment in August or September, upon the shores of some one of the beautiful lakes around there. I, for one, shall take it in if it comes off. Would like to see you there, Mr. Editor, but suppose you are too far away.

My dear "Jack," I was very sorry to see what you said in one of your letters to the *World* concerning an amateur rider of this city, who put emery in one of the contestant's wheels in that great "fake" race between Whittaker and McCurdy. The same story was started here, but Tom Eck very conveniently left by the next train, or it would have been too hot round here for him. I know there is not a man in town, amateur or professional, that would stoop so low as that.

NEWS

AND COMMENT.

CONSIDERABLE discussion is now going on as to the proper size for safety and tri-cycle wheels. We have always held that the proper size was from 30 to 36 inches geared from 52 to 56 inches. We think that 30-inch drivers and 28-inch pilot about the proper size for tricycles. Our experience has proved this to our own entire satisfaction. The large wheel theory is correct *only* in theory, for this simple reason, that in the equal sized and large front wheel form the rider is placed so far forward of the axle that the objections to the small wheels are entirely overcome.

Look out for the cycle thief, he is abroad in all his war paint.

THE Kentucky Division will hold their annual meet on July 4 at Covington.

MR. M. H. BEACHMAN, of Portsmouth, N. H., recently took a header, breaking his arm.

THE road race held at North Adams, Mass., on 30 May, was won by Robert McClaren, of Adams.

CHAIRMAN JONES has awarded the three-mile New York State championship race to the Kings County Wheelmen.

It looks very much as if Temple was to be the man, if any, to wrest the title of champion from the doughty Dick Howell.

B. HITCHINGS and G. Cox, of Lynn, both on cycles, came into collision last Monday. Cox broke his jaw bone. No one's fault.

THE Rhode Island Division announce a "25-mile road race June 27." But why a "road race" when it is to be run on a half-mile track?

THE dates for the annual meeting of the Massachusetts Division will probably be August 2d, 3d and 4th, and Cottage City will be the venue.

WORCESTER, Mass., men are struggling for the local 24-hour record. James Wilson, Jr., stands at the head so far with 165 miles to his credit.

CASSATS HILL, Philadelphia, seems to be the latest grade for Quakers to attack. Wells has climbed it four times and then his tire came off.

MR. C. C. HOPKINS, the famous unicycle rider, started from Denver, Col., June 3d., to ride to Columbus, Ohio. His mount is a 54-inch Apollo.

"We put the watch on Rowe last Saturday morning in a private trial. Paced by Barber the first lap, by Synder the next two, and by Crist the last, he did the mile in 2m. 33 2-5s. He made a flying

"I USE your Rams-horn handle-bar, and prefer it to all others."—Robert Gerwing, Captain Denver Ramblers.

LOUIS HILL, the well-known racing man of the Pennsylvania B. Club, has ordered a pair of G. & J. Rams-horn bars to be fitted to his new Rapid Racer.

There's Music in the Air, Gentlemen, and the career of

The American Cycles,

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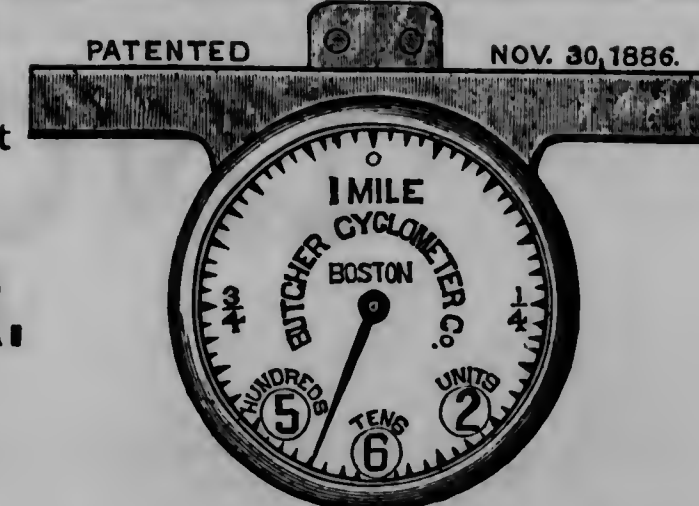
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GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

start, but there was a strong wind blowing, and he had to sit up once to avoid running over his pacemaker. He is evidently improving in form, and will make Howell move yet."—*Cyclist*.

W. S. MALTBY, the famous trick rider, filled a very satisfactory engagement at the Maine Division meet and also at the Massachusetts Division "Smoker" last week.

Rowe has hard luck. The doctors order rest for months and so he is coming home to rest. His accident was a serious one, and may cause his retirement from the path.

The rumor that Kennedy-Child was married, was met with a supercilious smile, but no longer can it be denied as the Child himself hath said 'tis true he is a Benedict.

We are in receipt of a copy of the League programme, gotten out by Mr. Milton S. Wood. It is artistic and complete, the covers being particularly taking, and the letter press is fine.

COMPLAINTS are made that the Fairhaven, (Conn.) wheelmen make a nuisance of themselves by riding on the sidewalks. That does not do, gentlemen, and the practice should be abandoned.

RIDERS in the vicinity of Boston are notified that the city of Newton will enforce the law requiring cyclists to use a bell in riding on the streets of that city. The sidewalk fiend is also warned to look out.

THE "picnic" at New Era Hall, Boston, of the Massachusetts Division, was not so bad an alternative as was feared. The Committee could not control the weather, but they managed to dispose of that elegant lunch.

THE Troy Bicycle Club mourn the loss of one of their members, Mr. J. DeGolyer. Appropriate resolutions were passed at a special meeting, and the members of the club will wear crape for 30 days, out of respect to his memory.

PRIVATE advices from Mr. J. Purvis-Bruce, "Jack," would indicate that our Scottish-American friend would soon put in an appearance at the Hub. We shall be glad to welcome him back to the land of G. Washington, Esq.

It is a pleasant thing to notice how much the WORLD is quoted abroad, but why is the courtesy of credit withheld in several "large" cases? We respectfully refer our remarks to our bright contemporary, the *Sewing Machine and Cycle News*.

GEORGE C. PENNELL, of the Elizabeth Wheelmen, who was thrown from his wheel in the "Alphabetical Association's" road race, May 30th, was reported last evening as coming round all right, the only damage done being a severe shaking up.

A PARTY of wheelmen will ride from Williamsburgh, Pa., to Baltimore, Md., all members in that vicinity who desire to "join the glad throng" can communicate with D. S. Drake, Huntingdon, Pa., and the desired information will be furnished.

As a special inducement for young wheelmen to join the club, it was voted, at the last regular meeting of the Massachusetts Bicycle Club, that hereafter there will be no admission fee, and the minimum limit of age for membership was reduced from twenty-one to eighteen years.

TWENTY-EIGHT members of the Buffalo Club made a successful century run on Decoration Day. Starting from Erie at 5.25 A. M. they arrived home at 10.15 P. M. Total elapsed time, 16h. 55m.; total mileage, 101 miles; riding time, 9h. 51m., or a trifle over ten miles an hour. The day was fine and the roads in fair condition.

THE fellow shopmates of Mr. I. Mott Cutter, in the Wakefield Rattan works, presented him with a hand-power tricycle which cost \$175. Mr. J. C. Garrod of Lynn built the machine, and generously donated \$17.50 himself toward the cost. Mr. Mott is a cripple and can only use his hands and arms. We have nothing but admiration for the Christian-like charity of Mr. Mott's fellow workmen.

THE associated clubs of Philadelphia are not dormant as will be seen from the following: "Messrs. Jackson, Gideon and Collins have been appointed a committee to represent the Associated Cycling Clubs of Philadelphia before City Councils' Highway Committee, when the ordinance relative to the repaving of Broad street shall come up. A committee has also been appointed to confer with the Pennsylvania Railroad officials, in order to obtain free transportation for bicycles when accompanied by their owners. Messrs. Supplee, Hare and Wells form the committee."

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Sent in 25 cents for a copy. Its value received.

LATEST FROM CHICAGO.

OUR Chicago correspondent's budget arrived just as we go to press. We open the forms to say that Rhodes and Van Sicklen claim that their time given and made in last week's race, should be two minutes faster. A second attempt by Rhodes, over heavier roads, showed no better results. Van Sicklen tried it again also and did it in 53m. 19 1-5s. Winship's time being 53m. 20s.

Winship has challenged Van Sicklen, at present the challenge is not accepted.

CENTRAL NEW YORK.

We wish we could give space to the full and interesting account by Salina of how the Syracuse, Cortland, Binghamton and Elmira and other central New York wheelmen joined together at Cortland for a jolly good time on Decoration Day, but space and time will not allow of it. It proved to be a great day for wheelmen in that section, the races, parades and lantern parades creating great interest among the non-cyclers. We give below the result of the races:

One-mile novice race—E. H. Budd, of Elmira, first; J. H. Carroll, of Elmira, second; H. E. Merrill, of Cortland, third. Time, 3m. 50s.

Half-mile race—H. C. Hersey, of Elmira, first; E. H. Budd, of Elmira, second; J. H. Carroll, of Elmira, third. Time, 1m. 4s.

Boys' half-mile race—W. H. Loveland, of Binghamton, first. Time, 2m. 10s.

Two-mile race—H. C. Hersey, of Elmira, first; J. H. Carroll, second; Fred Meloin, of Cortland, third. Time, 6m. 32s.

Consolation race—H. E. Merrill, of Cortland, won.

THE IOWA DIVISION MEET.

THE Iowa Division met at Cedar Falls on the 29 and 30 ult. Business and a banquet consumed the time on the 29th, and on the 30th some fine racing was done. The opening race was a half-mile won by Merner, of Cedar Falls, in two heats, time, 1.42 and 1.43 1-2. The second was a mile race, won by Eckert, of Dubuque, in straight heats, time, 3.47 and 3.45. Following this a half-mile spurt for the championship of Cedar Falls, won by McElwain, of Cedar Falls, in 1.40 1-4. The last race, two miles, was also won by McElwain, of Cedar Falls, in 8.08.

The next meeting of the Division will be held in Grinnell in July of this year. R. L. Thompson was chosen to represent the Iowa Division at the National convention to be held in Baltimore June 19 and 20.

SHURMAN AND WELLS.

ARRANGEMENTS have been made between Jno. Wells of Philadelphia, and J. H. Shurman of Lynn, to ride a match on Corey Hill, July 14th. It is understood that Capt. Kendall, of the Boston Club, will have charge of the affair. We hear that Mr. Wells has a specially built machine with "extension levers," on which he has ridden in his attempts on hills. If this is true, then it takes away somewhat from the glory that Mr. Wells has covered himself, as it was generally supposed he rode an ordinary geared road machine. In Shurman's attempts we are advised that the wheel he has been riding was geared to about 52, or, the ordinary road wheel gear. We hope that in the Corey Hill test both men will ride ordinary road wheels, with the ordinary gear and no extension flummery; only in this way will the test be of any value as a record and comparison for future tests.

RHODE ISLAND DIVISION MEET.

THE subscription races at Roger Williams' Park, Providence, R. I., May 30, were a great success, and the track in fair condition. The starters for the three-mile State championship were W. A. M. Scott and George P. Hutchins, of Providence; H. G. Wilkes, Newport; J. Thomas Lakey, Providence; and Howard L. Allen, of Warren. They finished in the order named. Time, 9.37.

The one-mile tricycle race was competed by Charles H. Weld, of East Greenwich, and William Van Wagoner, of Newport, the former on a Marlboro' Club and the latter on a Columbia, Weld winning a contest that was close for most of the distance in 3.25. The one-mile, open only to Rhode Island wheelmen, was an eye

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"CONSIDER your Rams-horn handle-bar the best for hill-climbing purposes, both in shape and position, of any bar that I have ever tried."—Jno. A. Wells, Philadelphia.

opener to those who have no faith in the rear-driving "Goat," for the winner, Bruce, on a Victor Safety, fairly ran away from the field of ordinaries and Stars. This race was contested by B. Taylor Bruce, of Providence, Weld and William C. Miller, of East Greenwich, Van Wagoner, E. Rowland Philips and Clarence E. Munroe, of Providence, and Charles F. Phinney, of Pawtucket. Bruce distanced the rest of the field and won the race in 3.02 1-3; Weld 3.05; Miller 3.06 1-3.

In the one-mile tandem race Charles H. Tucker and Hutchins were pitted against Charles H. Bowers and Weld. The former won a tight race in 3.18 1-2.

The closing event was a one-mile Rover type safety race, Bruce, Bowers and Philips entering, and Bruce winning on his Victor in 3.16 1-2, Bowers second.

TEMPLE WINS TWO RACES.

(Cable to the Globe.)

DUBLIN, June 2.—At the bicycle races today the mile handicap was won by Temple of Chicago, Woodside second. The mile race was won by Temple.

FORDS HILL FOURTEEN TIMES—NEXT!!

(Special to the World.)

JOHN A. WELLS climbed Fords Hill Monday, 4 June, fourteen times without a dismount. Shurman's record is seven times.

H. C.

AN ATTEMPT TO BEAT SHURMAN'S EAGLE ROCK RECORD.

BUT for the stupidity of the driver of a buggy last Sunday, Fred. Coningsby on his Victor Safety would have tied Shurman's record of three times up and down Eagle Rock. He had reached the top once and was turning round when the aforesaid buggy got in his way and forced him to dismount or be run over. He, however, mounted again, coasted down, then completed his other two ascents and descents without further mishap. Coningsby's last trip was made in 12 1-2 min., and the first trip in about 15 1-2 min. He will try again. This is the first crank machine ever up Eagle Rock.

HARADON'S WONDERFUL PERFORMANCE.

W. M. HARADON'S feat of climbing Union Hill, Springfield, seven times without a dismount only whetted his appetite to try and do some more of the same kind only better. So last Saturday Haradon, mounted on a 48-inch "New Mail," started to ride the hill. Haradon contemplated going up ten times, but when the tenth trip was made he felt so fresh that he decided to go fifteen times. And this he did. The hill was climbed without a dismount, and Haradon also backpedaled on every downward trip, doing no coasting at all. On the fifteenth trip the time was taken from the Dale street crosswalk to Maple street. Haradon took a flying start and went at the hill at racing speed. Up he went without a waver, and when "up" was called the watch announced 29 seconds! To climb a hill fifteen times without a dismount and without coasting, and then make the last trip in 29 seconds, is a feat of which any wheelman may feel proud. The idea of climbing the hill was suggested to Haradon by the statement that G. E. Worden, who represents the Springfield Roadster, had climbed the hill five times, wearing a big cane and a tall hat. Haradon dispensed with the plug hat and cane accessories but got there just the same. When he finished, he was in the best of condition and wanted to go several more trips, but it was thought best to wait until somebody else should better the record. Haradon thinks he can make the trip 20 or 25 times. He is willing to compete with any rider who is anxious to do better.

As showing the work accomplished by Haradon, the measurements taken from the records at the City Hall are here given. The survey of the hill was made in 1876 by George A. Ellis, the then

"In the minds of riders who have ever given the Rams-horn bars a thorough trial I cannot believe there is a question as to their superiority over all others in hill climbing, or whenever power is needed. The body can be straightened out with all the force there is in one, while the arms are in a line with the points of resistance, the pedals. Although my companions, upon a tour through Southern Ohio last fall, were somewhat loath to acknowledge the general superiority of my new Light Champion, their praises were unstinted for the Rams-horn bar."—Lesley C. Turley, Portsmouth, Ohio.

City Engineer. The surface of the hill is earth. Its length is 350 feet. The steepest grade is 270 feet long, and has a rise of one foot in 8.7 feet. The distance climbed by Haradon was 5250 feet, or within 30 feet of a mile. The riding distance was a little more than a mile. As he had to come down the hill of course his riding distance was doubled, which would make the total distance over two miles. The whole event was accomplished in 20 minutes.

R. HOWELL BEATS FRED WOOD.

HOWELL is fast proving himself invincible. F. Wood, since his return to England, has been aching to get a match on with Richard. The champion accommodated him, and a ten-mile match for £50 a side was arranged, and run Saturday, May 19, at the Ayleston Grounds. The racing did not commence until near the finish and in the last mile, and the *Cyclist* thus describes the final efforts of both men: "Passing the post the last time but one, Howell piled on the agony, but Wood remained in close attendance, and then, amid tremendous enthusiasm, he drew almost level. The pace was a cracker going up the hill, and along the far side Wood attempted to get in front, but Howell warded off the effort, drew a couple of lengths ahead, and to all appearances looked like finishing an easy winner. Down the hill side Wood came again, and a neck and neck race ensued for a short distance, when Howell got the best of the bitter struggle, and riding hard home, won all out by a good two yards. It need hardly be added that the greatest excitement prevailed at the finish, the champion being loudly cheered, whilst Wood also came in for a splendid reception for the plucky attempt he had made to lower the colors of the fastest rider in the world. The time of the race was 34m. 45s."

THE NEW BEDFORD AND TAUNTON WHEELMEN ROAD RACE.

NEW BEDFORD wheelmen are happy because the team race run on Decoration Day was won by their team. This event was witnessed with interest by all, and as the men made circuit after circuit they were greeted with cheers. The start was made on the west road, nearly opposite Woodlawn, and the finish on Cove street. The entries were C. E. Bolton, E. C. Anthony, A. K. White, R. H. Borden and W. B. Rogers of the Taunton club, and F. E. Weaver, F. W. Smith, Hoyland Smith, Crawford Dunham and H. H. Sisson of the New Bedford club. Bolton took the lead at the start with Fred Smith close after him. As the last named turned the point he was fouled by Anthony, and as his machine was damaged he was unable to finish the race. Bolton made the first circuit, but after that Anthony took the lead. Weaver, Hoyland Smith and Dunham kept close together for second place, with Bolton just behind and Sisson next in order. It was practically a race four against five, with the odds against New Bedford. The home wheelmen, however, used good head work in this situation, and instead of winding one another kept together, and as they finished in order next to the leader, won the race and the cup, scoring 30 points, while Taunton counted 22. E. C. Anthony rode an Apollo, 54-inch, and did the 20 miles in 1 hour 17 minutes. Dr. C. E. Strout of Taunton and Al. Hazard and Ed. Almy of this city acted as judges. E. W. Marston officiated as referee. [If the distance can be verified, and also time above, 1.17, it will stand as American record in competition.—ED.]

STAMFORD, (CONN.) RACES AND SPORTS.

I ENCLOSE you notes of the athletic meeting given last evening, May 30, by the "Stamford Wheel Club." It was probably the most successful and best attended athletic games ever given in this town, the Armory being filled to its best seating capacity—a large proportion of the audience being ladies. Owing to the size of the track, 22 laps to the mile, only slow time could be made, but the events were well competed and interesting. The winners were as follows: 25-yard dash, George Maurer, time, 4 1-2 sec. One-mile walk, John Looney, time, 10.29. Sack race, George L. Sinclair. Running high jump, N. R. Jessup, 4ft. 7in. Half-mile run, S. H.

WEAR the Gormully & Jeffery shoes, either canvas or Kangaroo; best value obtainable.

"REGARDING the Rams-horn bar, we consider it superior to anything upon the market, it having a number of advantages which are unusual strength, a better grip from not having any frame in the road of hand."—W. L. Van Horn, Denver.

"WE like the Rams-horn bar better than the spade, as we use it more and believe it superior."—H. A. Smith & Co., Newark, N. J.

Pardee, 2.45 1-4. Potato race, N. R. Jessup. One-hundred-yard hurdle, Grant Archibald. Bicycle slow race, Wm. A. Clark, on the "Eagle." One-mile run, Wm. Drew, time, 7.9 3-8. One-mile bicycle race, Wm. A. Clark.

One of the most interesting events of the evening was the fancy riding by Wm. A. Clark, on the "Eagle" bicycle, it being a question which was most pleasing, the swift graceful movements of the new machine, or, the excellent manner in which it was handled by Mr. Clark, who riding it forward, backwards, and in the saddle, and on all parts of it, and on one wheel with arms folded, called forth a continuous round of applause.

We think we may be sufficiently encouraged by this first attempt, to try an out-door race meet this fall.

Very truly yours,

N. R. Jessup,
Capt. Stamford Wheel Club.

THE Gormully & Jeffery Mfg. Co. are the largest American importers of the celebrated London cements, and hold the exclusive Western agency for these excellent articles.

RACES OF THE L. I. W., SATURDAY, JUNE 2.

FIRST event, one mile novice—First heat, won by R. L. Jones, K. C. W.; G. W. Campbell, second. Second heat, won by F. B. Monell, L. I. W.; H. O. King, K. C. W., second.

Second event, one-mile open handicap—A foregone victory for Kluge, of the H. C. W., for the first place in the first heat, with B. L. Bradley, B. B. C., second. Second heat—Won by J. G. Brown, K. C. W., after one of the most exciting finishes of the meeting; E. P. Baggott, H. C. W., second. Brown's time for the mile in this heat was the best of the day, 3.08 1-5. In this race Beazley, K. C. W., took a bad header in front of the grand stand, to the horror of the ladies, but not with much damage to himself.

The third event was the L. I. W. club championship, two miles, and was won after a close struggle by Geo. W. Kreger; Wise, second. Time, 6.41 4-5.

The start for the fourth event, the two-mile national championship L. A. W., brought out some of the fastest men in the League, Kluge, Beazley and Midgely. A round of hisses greeted the jockeying for place at the start, and seemed to exasperate Kluge, who led off with a most tremendous spurt, much to the amusement of the grand stand, but the race soon settled down to be a regular procession, Kluge, Beazley, Midgely, and they finished in that order. Time, 6.51.

The fifth event was the one-mile L. I. W. club handicap, and was won by Kreger, from scratch, in 3.12 3-4. A splendid race with a beautiful spurt down the home stretch for second place, Wise winning by a head from Schumacher.

The sixth race was the final of the open mile handicap, and brought together, Kluge, scratch; Bradley, 80 yds.; Brown, 85 yds.; and Baggott, 55 yds. Won by Baggott, after an exciting race, in 3.09; Brown, second.

The seventh event was the final of the mile novice race, and brought together Messrs. Jones, K. C. W.; Campbell, of Brooklyn; Monell, K. C. W.; and King, K. C. W.; and was a sprint from start to finish, Monell winning, King second by only a few inches. Time, 3.21.

In the three-mile handicap, the eighth event, before the race, Kluge was the favorite with the knowing ones, but unluckily fell on the first lap, leaving the race to his running mate to win. Baggott did this after a rattling race, with King, K. C. W., second. Time, 10.07.

The ninth race was the two-mile club team race, three men in a team. The Hudson Countys were represented by Kluge, Baggott and Gubelman; the Long Island Wheelmen by Kreger, Schumacher, and Wise; the Brooklyn by Waters, Borland and Schoeffer; and the Kings County Wheelmen by Beazley, Jones and Wilson. The race was one of the finest ever seen in this country and caused the greatest excitement. Nine of the twelve starters crossed the line so close together that it was almost impossible to keep track of them, and considering the number it was a wonder that some were not hurt in that moment of reaction that follows the few moments of intense effort at the finish. Schoeffer, of the Brooklyn, won the race individually, in the fast time, considering the track, of 6.40. Kluge, second, the K. C. W. winning the banner with 23 points, and the Brooklyn and Hudson Countys tying with 20 points each, leaving

ALL the leather goods used by the Gormully & Jeffery Mfg. Co. are made by them, and on the premises; naturally they are head-quarters.

BELLS, bells, bells; the Gormully & Jeffery Mfg. Co. get there with five of their own manufacture. Discounts to any recognized repairer or dealer.

15 points for the L. I. W. Mr. Borland, of the B. B. Cs., was having a very interesting little brush down the home stretch with another another of the three men who were out of the main bunch, and created somewhat of a diversion by riding squarely, bow on, into another man who had not yet dismounted, both going down in an apparently indiscriminate pile. Queer to relate, Borland's light racing machine had much the best of the encounter.

The final event was the consolation race, and was won by Mathews, of the Brooklyn. Time, 3.17 1-2; distance, one mile.

Kluge's fall in the three-mile handicap gave him a very begrimed appearance, and on his appearance for the next race, he came to the scratch well plastered with vaseline and court plaster. Brown, of the K. C. W., distinguished himself by his beautiful finishes and will hereafter be looked upon as a dangerous man.

The H. C. W. won three firsts and one second; the K. C. W. won five seconds; the L. I. W. won one first; the Brooklyn won two firsts.

WING FOOT.

A FEW MORE PARTICULARS OF THE GREAT RACE IN JERSEY.

"A SUCCESS and a grand one at that" is about the way our Decoration Day road race can be summed up. The start was made at 2.36 and was a clean one, and the field went down the first hill in a cluster. At the five-mile mark a blanket would have covered Kluge, Stenken, Bradley and Baggott, while Mead, Schoeffer and half a dozen others were within a few seconds' reach. Kluge got the tape by a foot and secured the time of 16.55. The ten miles was also close between Kluge, Bradley and Baggott, the time, 34.05, going to Bradley by a scant half wheel. At this point Stenken, who was a prime favorite, for second place, began plainly to show signs of overtraining, and on the fourteenth mile he was attacked with nausea, and, losing control of his wheel, got a tough fall, cutting his left knee very badly. He pulled himself together though, and kept in the race, saving the Hudson County Wheelmen from defeat.

At the fifteen-mile mark Kluge again got the time, 53.21, Bradley lapping his wheel and Baggott less than a second behind. Little Caldwell was doing wonderful work, and was only fifteen seconds behind the leader. At this point the rest of the field was pretty well strung out, the time for the slowest man being 1.02.12. At the twentieth mile the battle for first place was still being fought between Kluge, Bradley and Baggott. The time for the twenty miles was 1.11.32, given to Bradley, though the other two lapped his wheel. Caldwell, Wilson and Mead were keeping up to the leaders in good shape, and from this out, the pace was tremendously hot all round. On the last turn, after passing the hotel, Kluge took a header and bruised his shoulder and knee. By the time he was started again the leaders were a long way in the van, but he soon showed what he was made of by catching them before they had gone over three-quarters of a mile.

The finish was a beauty. A hundred yards from the tape it looked as though it might be a dead heat, but Kluge's admirers were not alarmed, and the result showed that he was not overrated. As he came on nick and tuck with Baggott—Bradley was beaten at less than forty yards from home—he gave a few vicious "digs" and the race was his by a quarter of a second in "record time." Baggott rode a noble race as did Bradley, and one which reflects the utmost credit upon them as well as stamping them as "riders of the first water." There were some 40 to 50 officials, checkers, scorers, etc.

Club.	Contestants.	Time.	Time.	Time.	Time.	Time.	Time.
		5 miles.	10 miles.	15 miles.	20 miles.	25 miles.	
1 H. C. W.	C. E. Kluge...	1 0.16.55	2 0.34.05	1 0.53.21	2 1.11.32	1 1.30.00	16
2 "	E. P. Baggott...	3 0.16.50	3 0.34.05	3 0.53.22	3 1.11.32	2 1.30.01	15
3 B. B. C.	H. L. Bradley...	4 0.16.57	1 0.34.05	2 0.53.21	1 1.11.32	3 1.30.01	14
4 K. C. W.	T. L. Wilson...	5 0.17.03	5 0.35.43	5 0.53.31	4 1.12.39	4 1.31.30	13
5 E. W.	W. H. Caldwell...	6 0.17.09	6 0.34.46	6 0.53.47	5 1.12.52	5 1.32.19	12
6 K. C. W.	T. J. Hall, Jr...	11 0.17.27	11 0.35.37	10 0.56.02	8 1.14.54	6 1.34.00	11
7 B. B. C.	W. S. M. Mead...	7 0.17.08	8 0.35.12	7 0.54.49	7 1.14.37	7 1.34.16	10
8 E. W.	S. J. Berry, Jr...	10 0.17.22	10 0.35.40	9 0.53.59	10 1.15.02	8 1.34.48	9
9 K. C. W.	C. W. Beazley...	6 0.17.03	4 0.34.43	4 0.53.31	5 1.12.42	9 1.35.52	8
10 B. B. C.	J. W. Schoeffer...	8 0.17.09	9 0.35.40	8 0.55.39	9 1.15.02	10 1.36.12	7
11 K. C. W.	W. C. Marion...	12 0.17.40	12 0.36.48	11 0.56.58	11 1.16.37	11 1.36.44	6
12 B. B. C.	J. F. Borland...	14 0.18.32	14 0.38.05	14 0.59.09	14 1.19.00	12 1.39.22	5
13 H. C. W.	F. J. Gubelman...	13 0.18.05	13 0.36.50	13 0.57.47	13 1.18.51	13 1.39.56	4
14 H. C. W.	C. A. Stenken...	2 0.16.55	7 0.35.08	12 0.57.22	12 1.18.51	14 1.41.09	3
15 E. W.	L. B. Bonnett...	15 0.18.47	15 0.38.32	15 1.00.00	15 1.21.08	15 1.43.00	2
16 E. W.	G. C. Pennell...	16 0.19.43	16 0.40.12	16 1.12.12	16 1.24.41	†	1

* No. of points gained. † Fell 23d mile.

Tied, Kings County Wheelmen, 38, Hudson County Wheelmen, 38; Brooklyn B. Club, 36; Elizabeth Wheelmen, 23. RATCHET.

"WE consider the Rams-horn bars so far ahead of spades that there is no comparison."—Browning Bros., Ogden, Utah.

ALWAYS remember that Gormully & Jeffery Mfg. Co. are the largest manufacturers of all kinds of sundries.

ROAD RACE AT NEW HAVEN.

THIS race was held May 30th, and the start was made from East Haven, Four Corners, at 4 P. M. Verhrop, with a handicap of 3 min., finished first in 21.35. Field, with 3 min. also, came in second in 21.49. Backus, the only scratch man, finished 6th in 19.12. This was the best time made. The roads were heavy and the time not fast. The distance is five miles. An unfortunate accident happened while racing, a horse was frightened; he ran away upsetting the carriage and throwing the lady and gentleman into the ditch. The leading men dismounted, but the gentleman refused assistance and they proceeded.

SOME ENGLISH RACING.

HORACE J. CROCKER made his first appearance in England at Leicester, May 21, starting at scratch in a five-mile handicap, and beating Lees and Fred Wood by three yards in a punishing race. Preston, 450 yards, won easily through the big handicap.

In the mile championship at Coventry, May 21, W. E. Crist was second by two yards to Osmond in the second heat. Time, 2m. 34 2-5s. for the leader. In the final Crist was third by 100 yards from Osmond, who was 25 yards behind the winner, Synner. Time for the winner, 2m. 32 2-5s. For Crist, 2m. 41 4-5s. In a mile handicap on the same day, L. O. Barber of Washington, 160 yards, won by fifteen yards in 2m. 36 4-5s. Osmond was second from scratch in 2m. 38 1-5s. Crist refused 40 yards start and was third in 2m. 39 1-5s.

AT "RIDGEFIELD," ALBANY, N. Y.

THE following are results of the races held at Albany, June 2: The open two mile bicycle was contested by C. E. Lansing, F. A. Shields, E. L. Simpson, R. H. Robe and A. F. Edmons, of Troy. F. A. Shields led the first lap with 1m. 4 1-2 sec., while the rest pressed him very closely. After the second lap Lansing dropped out. Edmons led at the end of the first mile with 3m. 20 1-2 sec., while Shields was only half a second behind him. The race continued close between Edmons and Shields, and Shields finally won in 6m. 51 1-2 sec. Edmons made 6m. 51 1-2. This was a pretty race and very exciting. Shields is 17 years old and he rode a roadster, while Edmons was mounted on a racer.

H. G. Dicks, MacN. Miller, E. L. Miller and George Dawson contested the juniors' (boys under 16) half-mile bicycle race. Dicks and the two Millers kept very close together in the lead during the entire race, Dicks dropping back at the final spurt. MacN. Miller won in 1m. 40 3-4 sec. and E. L. Miller came next in 1m. 41 sec.

RACING AT TERRE HAUTE, IND.

WELL, the races are over, and every body is satisfied and happy over the result. A fine day, a good track, and good races were the causes.

The races given under the auspices of the Terre Haute Bicycle Club were run on Decoration Day, as advertised. The weather was fine, the track was in splendid condition, and taking into consideration the wind, good time was made. The following is the summary:

First, one-mile novice—1, E. Meissel, city; 2, H. D. Gilky, Crawfordsville; 3, T. Hays, Indianapolis. Time, 3.04 3-5.

Second, one-half-mile, 1.40 class—1, A. M. Griswold, city; 2, A. T. Murphy, city; 3, H. T. Coons, Crawfordsville. Time, 1.30.

Third, one-mile club championship—1, Rideour, 2, E. Meissel, E. B. Smith, tie. Time, 3.15.

Fourth, half-mile hurdle—1, J. Fred Probst, Terre Haute; 2, F. E. Eastlack, Crawfordsville; 3, A. T. Murphy, Terre Haute. Time, 2.47 2-5.

Fifth, half-mile State championship—1, Ed. Hulman, Terre Haute; 2, T. Nicholson, Crawfordsville. Time, 1.28.

Sixth, one-mile, 3.30 class—1, W. Rideour, Terre Haute; 2, E. Meissel, Terre Haute; 3, H. D. Gilkey, Crawfordsville. Time, 3.08 1-5.

Seventh, quarter-mile dash, flying start—1, A. Hulman, Terre Haute; 2, A. J. Lee, Crawfordsville; 3, J. Fred Probst, Terre Haute. Time, 37 1-5 sec.

Eighth, one-mile amateur, open—1, Ed. Hulman, Terre Haute;

THE Gormully & Jeffery Mfg. Co. will shortly place a first-class home trainer on the market.

TOOL BAGS.—The Gormully & Jeffery Mfg. Co. make seven, and are prepared to quote close figures on every style of bag in quantities.

"THE Rams-horn bars are a success."—Novelty Works, Springfield, Vermont.

2, A. J. Lee, Crawfordsville; 3, T. B. Nicholson, Crawfordsville. Time, 3.07 1-5.

Ninth, one-mile Star—1, H. D. Gilky, Crawfordsville; 2, A. T. Murphy, Terre Haute; 3, J. Fred Probst, Terre Haute. Time, 3.15.

Tenth, one-eighth-mile banana—1, J. E. Eastlack, Crawfordsville; 2, J. Jackson, Terre Haute; 3, J. Fred Probst, Terre Haute. No time taken.

Eleventh, one-mile, road wheels—1, W. Rideour, Terre Haute; 2, E. Meissel, Terre Haute; 3, H. Wilhite, Crawfordsville. Time, 3.10.

Twelfth. Finally comes the great tug of war, the two-mile State championship.—1, A. J. Lee, Crawfordsville; 2, Ed. Hulman, Terre Haute; 3, T. B. Nicholson, Crawfordsville. Time, 6.11.

The Crawfordsville chasers came down with the intention of doing things "up brown," but they were sadly left. Terre Haute riders carried off eight out of eleven open to outsiders. Nicholson, Indiana's great Star spurter, was not in his usual good form. Lee rode remarkably well for a sick man.

In the one-half-mile State championship race Lee, of Crawfordsville, and Smith, of Terre Haute, came in collision. Neither was badly hurt, but both machines were demolished. Lee's bad luck or recklessness on the track is proverbial, as this is his fourth or fifth bad smash-up in racing.

The Crawfordsville Ramblers will give a race meet on July 4th, on their new quarter-mile track. The Terre Haute riders will probably attend in a body, and bring back about three-fourths of the prizes. Look out ye Rambling scorchers.

On May 29th, the evening before the races, the members of the Terre Haute Bicycle Club gave a grand lantern parade. The affair was a huge success, as the large crowds out to see it testified. It was the first of its kind in this city, but beyond a few "dark, dull headers" everything passed off smoothly. HICKS.

UNLIKE other makers the Gormully & Jeffery Mfg. Co. are always willing to discount to any recognized dealer on parts and sundries.

"A RIDER taking a header from a machine having Rams-horn bars will usually land on his feet, without knowing how he does it, as these bars confine the rider less than any other style."—W. E. Crist, champion amateur of America.

A FIRST-CLASS line of belts are manufactured by the Gormully & Jeffery Mfg. Co.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE OVERMAN FACTORY.

AN editor of a bicycling paper, who has never made a particular study as to how machines are built, should take advantage of the first opportunity that presents itself to educate himself in this most important branch of the business.

We have, from time to time, received cordial invitations to visit the factories of different manufacturers. Obstacles, unforeseen, had interposed, and until about a week ago we had not felt ourselves able to avail ourselves of any of these invitations. In response to a personal invitation from Mr. A. H. Overman, one bright morning we at last found ourselves on the train en route for Chicopee Falls, Mass. Arriving at our destination about noon, and appreciating the fact that we had a hard afternoon's work before us, we stored away a good allowance of roast beef, washed down with a bottle of first-class Bass' ale. We then proceeded up the hill, and we soon discovered a neat brick building, from the roof of which a flag-staff pointed heavenwards, bearing a flag with this inscription thereon, "Victor Cycles." Passing over the sidewalk, leading from the street to the office door, we noticed that the Overman Co. had provided a neat wooden shed in which were stacked ordinaries and safeties, owned by some of the working men, and used by them in going to and from their dwellings. President Overman had not yet returned from his mid-day meal, and so we spent the time on the outside of the building and in the office in seeing what we could see. A neatly printed set of rules, setting forth the duties expected of the workmen, adorned a conspicuous place on the wall in the entry. On the door leading into the main factory

WAS PLACED A PLACARD

bearing these words, "No admittance under any consideration; this means you." This extremely personal command was sufficient to stay our footsteps, although we were strongly tempted to turn the handle and walk in. Had we done so, we fear that our exit might have been more rapid and less dignified than our entrance; we therefore curbed our impatience till Mr. Overman should appear and provide us with the open sesame which was to allow us to explore the forbidden ground. At last that gentleman arrived, and after entering our names upon a book, in which every outsider's name is put, who is allowed inside the factory, Mr. Overman led the

way through the door on which we had noticed the placard forbidding our entrance. A few steps from the general storeroom brought us to the main machine shop, and as we stood on the small platform on which the desk of the Superintendent was placed, we felt how utterly inadequate was our ability to describe all that we saw or should see, in detail. In general, this is what we saw: A large room, the floor of which was literally covered with machines of every description, and at every machine a man. Two things struck us right away. One was the evident newness of the machines used, the very latest patterns and the most expensive kinds only being employed by this firm. The other thing which impressed us was the character of the men whom we saw. The sight of a boy was a rare thing, the Overman Co. feeling the necessity of employing the very best mature skill that can be procured. "We will have nothing but skilled mechanics to work for us," said Mr. Overman, "men who thoroughly understand the branch of work in which they are employed. Many of these men, in fact, a large proportion of them are well-to-do, they own their houses, and in many instances, their horses and carriages. So soon as they leave the shop, remove their working clothes, wash off the oil, and don their outside toggery, you would be much impressed by the high-toned respectability of the men we employ."

Mr. Overman then led the way through

THIS LABARINTH OF MACHINES,

and as we before said, it would be utterly useless to attempt to describe the work done by each separate tool. At the lower end of this room a space was divided off from the main room by a partition made of open-work wire. In this space, we found five or six men whose particular duty and business it is to make the special tools required in the manufacture of the bicycles. These men are on the top round of their trade, and as Mr. Overman said, there is nothing they cannot build from a watch to a locomotive. In this room, and by these experts are made all the gauges by which the perfection of the work is tested. Each set is composed of three; one for the work man, one for the foreman, and one set, which is marked "standard," is kept under lock and key by the foreman of this department. The value of this system is apparent when we explain. The workman is given the gauge of the special piece of work on which he is working, to this gauge all his work must conform. It then goes to the Inspector's office, and there the piece is tested by the Inspector's gauge. If found exact, it is passed; if not, then the gauges of the workmen and the Inspector are tested by the standard gauge, and if it is found that by constant use, either the workman's or the Inspector's gauge is not correct, a new set are at once made from the standard to replace the faulty ones. This system of gauging is used in all parts that go in their bicycles. The fact is that machines made in this factory are interchangeable in the full sense of the term. A rider living in San Francisco can send for a certain part of his bicycle to the factory at Chicopee Falls with the certain knowledge that when it comes it will fit into the intended place without any necessary filing or fitting at the hands of a mechanic. The Inspector and his assistant play the most important part in a bicycle manufactory. Through their hands every piece of the machine has to go, and before the machine is finished it has been inspected by them many times. Here all the pieces are gauged; here all the tempered work of the bearing parts are tested with file and hammer; here the machine, partly put together, comes for inspection.

TO BE SENT ON ITS WAY

toward completion, or to be cast out as valueless. This work requires sharp eyes and wonderful judgment. What to an outsider would appear perfect, to an inspector may appear faulty.

"Notwithstanding the fact that we are working over two hundred men in day and night gangs, and notwithstanding the fact that we are turning out twenty safeties a day, we find it extremely difficult to catch up with our orders," said Mr. Overman. "We never allow our machinery bearings to cool, and only for a very short interval at noon and at night does the engine cease its work."

We were very much interested in what we saw in the blacksmith's shop. There we found three large steam hammers working away for dear life in making drop forgings. Plans are now being made, and work will soon commence, whereby the facilities of the blacksmith's shop and in fact the whole factory will be greatly increased, and Mr. Overman informed us that he expected to have one or two

THE Gormully & Jeffery Mfg. Co. manufacture four distinctly different saddles, as follows: The Cobblestone, used on the Champion and Ideal bicycles; the Wonder, used on the American Challenge tricycle; the Lillibridge, used on the American Challenge bicycle; and the Duryea, for racing purposes. Dealers wishing to cover the market should correspond with them, and obtain discounts.

more steam hammers in active operation before the end of July. In this shop we also saw the tempering of the spring forks of the safety. This department is in charge of one of the most expert temperers in the United States. He is a man who has been employed at sword tempering for years, and as he was the best to be had, the Overman Co. were bound to have him. All steel used in these forks is of the very best sword metal.

We then went up stairs on the second floor, where the assembling of the machines is done, and where the enameling and tire-compressing ovens are located. We were requested to step into the enameling oven, just to see how it would seem, and while we were rather deliberate in our entrance, we made up for our slowness in our decided quickness in getting out, so our average was about correct.

IT WAS THE HOTTEST PLACE

we ever got into, and we hope that our lives will be so correct that it will be the hottest we ever shall get into hereafter.

We were then shown the modus of compressing tires. This department is entirely under the control of Prof. Woodward, the inventor of the compressed tire method. This gentleman inspects every tire that comes out of the oven, and not until he has passed upon it as being perfect, does the wheel go to the assembling room. Prof. Woodward also looks over all machines before they are sent out, and as he said to us, "if the machines break down you must lay it at my door."

The crate factory and carpenters' shop for packing machines are also on this floor, and three or four carpenters are kept busy in manufacturing crates in which to ship away the completed bicycles.

From the second story we took a dive down into the basement. Here the rims are made, and we were shown how the thin steel sheets were shaped and brazed.

Mr. Overman took us into the engine room and showed us an exceedingly handsome smooth-running Corlis engine. So smooth and so even in its running, that not a tremor could be felt or a sound be heard. The day that we were inspecting the factory the architect had presented plans to the company for buildings to cover almost the entire ground, so that by the middle of the summer their present floor space will be doubled. This will give them ample room to meet the demands of their continually increasing business. Mr. Overman acted as cicerone for about an hour and a half, and as we had still some two hours at our disposal he turned us loose into the shop with a commission at large to find out what we could. With a big wad of cotton waste in our hand, we prowled around amongst these marvellous machines, getting our hands all covered with oil, watching with interested curiosity the wonderful and almost intelligent way in which these machines are shaping and forming, and generally making ourselves an inquisitive nuisance; we spent two of the most interesting hours that it has been our lot to enjoy for many a day. We did intend to try and describe some of the machines, but when we found we could not pick out the most interesting and the most curious we gave up in despair, and can only talk in glittering generalities. Our day at Chicopee Falls has given us a practical insight into the methods of construction that heretofore have been a mystery.

"AFTER five years' experience with every kind of handle-bar, have at last found, in the G. & J. Rams-horn, perfection. It combines perfect control of machine, best position for hill climbing and safety. Will guarantee that any man who uses the Rams-horn one season will never change"—J. L. Misner, First Lieutenant Peoria (Ill.) Bi. Club.

E. J. DOUBLET, of Cleveland, Ohio, is a fast rider, and one that the road scorers will find hard to beat. He recently rode from "The Square" to Painesville centre, a distance of thirty miles, in two hours and twenty minutes, this time including a stop at Mentor for a light breakfast. This is record for this route.

RIDERS of New England made machines secured decided victories Decoration Day at the 25-mile road race in New Jersey, where the first and second in rode Columbias, breaking the 25-mile record; and at the Pullman road race, Pullman, Ill., the first, second and third rode Columbias.

THE employees of the Weed Sewing Machine Co., of Hartford, Conn., have organized a club under the name of Columbia. They have 60 members, and they will make road racing one of the features of their organization.

A PRETTY big card for the New Mail that performance of Haradon's. It has always been claimed for the Ball Head that it was an advantage in hill climbing.

THE American Champion Challenge and Ideal lamps are the best and cheapest. Dealers should write Gormully & Jeffery Mfg. Co. for discount.

fiance, O., 8.37; Deshler, O., 9.20, connecting with party from Detroit, Toledo and Michigan points; Fostoria, O., 10.02; Tiffin, O., 10.23; Mansfield, O., 11.55; Newark, O., 1.40, connecting with car from Columbus; Reach Grafton, W. Va., 9.25 Sunday morning; Pass Cumberland, Md., noon, connecting with Cleveland and Pittsburg. Pass Martinsburg, 3.35; Harper's Ferry, 4.08; arriving Baltimore, 6.45 Sunday evening.

Leave St. Louis, 8 Saturday morning, O. & M. and B. & O. routes, reaching Cincinnati, O., 6.30 evening; reach Grafton, W. Va., 6.15 Sunday morning; Cumberland, Md., 10.15; Harper's Ferry, noon, arriving Baltimore, 3.25 Sunday afternoon.

Leave Peoria, Ill., 11.05 Friday night, Wabash route; arrive Chicago, 7.25 Saturday morning. Day in Chicago. Leave 7.20 afternoon with Chicago party. Leave Indianapolis, Ind., 4.55 Saturday afternoon, P. C. & St. L. Ry. Pass Columbus, O., 11.55 night; Newark, O., 12 night; Coshocton, O., 2.05 night; arrive Pittsburg, Pa., 6.30 Sunday morning. Pass Altoona, Pa., noon; Harrisburg, 3.20; York, 4.48; arriving Baltimore, 6.45 Sunday evening.

Leave Buffalo, N. Y., 4.15 Saturday afternoon; Rochester, 7; Canandaigua, 8.05; Penn Yan, 8.48; Watkins Glen, 9.33; Elmira, 10.20; arriving Baltimore, 3.25 Sunday morning.

Leave Detroit, 3.45 Saturday afternoon, M. C. R. R.; Monroe, Mich., 3.58; Toledo, O., 6. Deshler, O., 7.25 evening. Here connect with B. & O. Limited, leaving Chicago 3.20 P. M., and reaching Deshler 9.20 P. M.; arriving Baltimore, 6.45 Sunday evening.

Leave Cleveland, O., 11.10 Saturday night, N. Y. P. & O. R. R. Change cars Sunday morning, leaving Pittsburg, 8 A. M., B. & O.; arrive Baltimore, 6.45 Sunday evening.

Leave Pittsburg, Pa., 8.00 Sunday morning, B. & O.; McKeesport, 8.33; Connellsville, 9.50; Cumberland, Md., noon; arrive Baltimore, 6.45 Sunday evening. From New York, Boston and New England points, centre in New York as per announcement to be made later. From New York and Philadelphia a special train service will be run.

Leave New Orleans, 8.05 Friday morning, L. & N. R. R.; Mobile, Ala., noon; Montgomery, Ala., 8.55 evening; Nashville, Tenn., 7.30 Saturday morning; Louisville, Ky., noon; arrive Cincinnati, 6.30 Saturday evening, connecting with train from St. Louis and West; arrive Baltimore, 3.25 Sunday afternoon.

From Shenandoah Valley and points on the Western Maryland R. R. and its tributaries, correspond with W. S. Bomberger, Hagerstown, Md.

From Richmond and points on the Piedmont Air Line, and other lines from the South, correspond with J. T. Chism, Local Chairman, 10 East Lombard street, Baltimore.

Routes via Water.

From Boston—Leave Central wharf via M. & M. Transportation Co., at 3 P. M., Thursday, June 14th; arrive at Norfolk, Saturday, 3 P. M. Leave Norfolk, same route, at 6 A. M.; arrive at Baltimore, Sunday, 8 A. M. For information as to special rates, etc., address, Geo. E. Smalley, Agent, M. & M. Transportation Co., Boston.

From Philadelphia—Leave by Ericsson Line steamer at 4 P. M., Saturday, June 16th, and arrive at Baltimore early Sunday morning. Fare, round trip, good for ten days, \$2.00; wheels free; staterooms and meals extra. Wheelmen will be allowed to leave steamer at Delaware City, and wheel down tow-path to Chesapeake City (16 miles), and there board steamer again. This will make a delightful trip for those who care to have a little variety.

From Norfolk—Take Bay Line steamer at 6 P. M., Saturday, June 16th, and arrive at Baltimore, Sunday, 8 A. M. Fare, round trip, good for ten days, \$4.00; wheels free; staterooms (two berths), \$1.00; meals, \$1.00 each.

From Richmond—Take R., Y. R. & C. R. R., connecting with steamers at West Point, on Saturday afternoon, June 16th; arrive at Baltimore, Sunday, 8 A. M. Fare, round trip, \$4.00; wheels free; staterooms (two berths), \$1.00; meals, 75c. each.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names. Candidates will please notice if their names and addresses are correct. Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objection

able person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 142—Total 108—9991.

BOSTON, June 5th, 1888.

CALIFORNIA DIVISION—5—343

Outing Cycling Club.

19256 Burns, Alex., 513 O'Farrell st., San Francisco

Unattached.

19149 Allison, O. H., Elmhurst

19150 Chandler, H. D., Vacaville

19151 Blum, Milt W., "

19152 Hewitt, T. L., "

CONNECTICUT DIVISION—7—417

Unattached.

19191 Hickok, L. E. (P. O. address 79 Franklin st., Boston)

19189 Finley, A. D., 2d, Birmingham

19190 Reynolds, Dr. R., Glenville

19153 Childs, W. H., Manchester

19212 Kilner, Wm., "

19213 Lydall, Willis, "

19214 Parker, Fred E., 298 Howard ave., New Haven

Unattached.

19240 Buell, Willard E., Office Comptroller Treasury, Washington

19217 Brown, Phil. S., City Post Office, "

19206 Clifton, R. S., 1507 Q st., N. W., "

19220 Crook, H. E., 608 F st., N. W., "

19219 Douglass, W. Howard, 426 H st., N. W., "

19222 Esterday, Wm., A., 929 F st., N. W., "

19223 Haldeeman, W. C., "

19215 Neale, C. A., 913 O st., N. W., "

19218 Walton, Geo. T., 512 12th st., N. W., "

19224 Wall, Benj., Box 95, "

19216 Ward, H. W., 808 K st., N. W., "

19221 Washburn, Wm. S., 2d, Aud. Office, "

ILLINOIS DIVISION—15—581

Æolus Cycling Club.

19156 Ra fls, Geo. H., 33 Irving pl., Chicago

19157 Wittenberg, Fred., 174 Evergreen ave., "

Grayville Bi. Club.

19154 Clarke, Frank E., Grayville

19155 Jennings, B. C., "

Illinois Cycling Club.

19225 Alley, F. M., 846 Adams st., Chicago

19226 Gilmore, W. Y., 874 Monroe st., "

19227 Hawley, E. M., 845 Jackson st., "

19228 Jones, D. P., 274 Fulton st., "

19229 Wood, C. R., 336 Randolph st., "

Ottawa Cycling Club.

19241 Arnold, Henry, Recorder's Office, Ottawa

19242 Princeton Bi. Cranks.

19158 Wickersham, Louis L., Princeton

Unattached.

19159 Thistlewood, Ben. R., Cairo

19160 Wachter, Dr. J. C., 279 So. Clark st., Chicago

19161 Wilkinson, D. P., 55 State st., "

19247 Davenport, Fred., Jacksonville

IOWA DIVISION—1—124

Dubuque Wheelmen.

19248 Zinn, A. S., 1111 Main st., Dubuque

KANSAS DIVISION—6—125.

Ottawa Wheelmen.

19192 Allen, Harry, Ottawa

19193 Lathrop, Geo. D., "

19194 Piersol, Geo. W., "

Unattached.

19244 Dollar, M. L., Paola

19245 Hodges, Henry, "

19246 Sheldon, W. H., "

MARYLAND DIVISION—12—377

Balto. Cycle Club.

19162 Cline, W., Jr., 312 W. Baltimore st., Baltimore

Chesapeake Bi. Club.

19196 Slee, N. T., 220 Madison ave. extd., "

Unattached.

19195 Coleman, G. Walter, 203 Lennox st., "

19195 Gale, Dr. H. X., 228 N. Greene st., "

19197 Gould, J. Robert, 1016 W. Lanvale st., "

19230 Leonard, E. T., Jr., 510 W. North ave., "

19166 Marchant, C. R., 87 Edmondson ave., "

19164 Ober, C. K., 231 N. Callhoun st., "

19168 Stacks, Mervin E., 302 E. Chase st., "

19163 Thomas, Irving S., 19 S. Stricker st., "

19249 Jones, John W., 714 No. Wolf st., "

19250 Pohl, Harry C., 1922 Fairmount ave., "

MASSACHUSETTS DIVISION—7—1007

Mass. Bi. Club.

19242 Rich, Chas. W., 45 Avon st., Boston

Taunton Bi. Club.

19169 Dickerman, Henry A., Jr., Taunton

Unattached.

19171 Davenport, Edgar L., 19 Union Park, Boston

19170 Whitcomb, Russell, 35 Equitable Bld'g., "

19231 Caswell, W. N., 19 Mill st., New Bedford

19251 Bubier, Nathan G., 44 Hanover st., Lynn

19252 Burrill, Wm. A., Box 171, "

MICHIGAN DIVISION—1—234.

Unattached.

19232 Hill, Frank R., Three Rivers

NEW JERSEY DIVISION—2—646.

Orange Wanderers.

19253 Ayres, Spencer G., care of T. O. Ayres, Orange

Unattached.

19188 Clarke, James, 66 Freeman st., Orange

NEW YORK DIVISION—22—2135.

Binghamton Wheel Club.

19243 Parsons, Fred W., Whitney's Point

Citizens' Bi. Club.

19172 Harper, Franklin, Harper Bros., Franklin sq., New York City

Manhattan Bi. Club.

19197 Baeza, L. L., 66 Wall st., "

19198 Clairmont, J. A., 37 East 7th st., "

19199 Connor, Jas. D., 42 Beaver st., "

19200 Josephul, L. M., 125 East 72d st., "

19201 Post, John P., Jr., 341 West 51st st., "

19202 Steele, Henry M., 122 East 44th st., "

Syracuse Cy. Club.

19235 Gere, W. B., 149 W. Genesee st., Syracuse

Y. M. C. A. Wheelmen.

19233 Buckwell, J. F., 1266 Broadway, New York City

19234 Litchbult, Gilbert A., 321 W. 19th st., "

Unattached.

19175 Carr, Alfred S., Attica

19176 Smith, Edw. N., "

19207 Werner, Andrew J., 273 High st., Buffalo

19177 Chaffee, Louis S., McGrawville

19173 Carman, A. R., 27 West 127th st., New York City

19174 Carman, Mrs. A. R., 27 West 127th st., "

19203 Mason, W. L., 31 Nassau st., New York City

19204 Rhein, Meyer L., M. D., D.D.S., 104 East 58th, New York City

19179 Walker, C. H., 5 Bond st., Tonawanda

19178 Charlton, Jno. M., Lowville

19254 Felshaw, H. E., "

OHIO DIVISION—2—791.

Fountain City Bi. Club.

19236 Ingalls, F. W., Bryan

19180 Arthur, J. Warren, Enon

PENNSYLVANIA DIVISION—13—1279.

Chambersburg W. Club.

19205 Nixon, W. G., Chambersburg

Harlem Wheelmen.

19208 Halsted, E. L., 135 So. 4th st., Philadelphia

Honesdale Bi. Club.

19209 Chambers, O. T., Honesdale

Kittanning Bi. Club.

19184 Helderle, John L., Kittanning

Lancaster Bi. Club.

19183 Zook, John G., Lititz

McKeesport Cyclers.

19181 Kinkaid, John, McKeesport

19182 Leek, Samuel, "

Unattached.

19187 Vogeley, Theo., Butler

19186 Stein, Albert O., Renovo

19210 Zeisher, Victor, "

19211 Colestock, Geo. B., "

19185 Keen, C. Barton, 3913 Chestnut st., Philadelphia

19255 Kellner, L. R., Harrisburg

RHODE ISLAND DIVISION—1—211.

Unattached.

19237 White, Lewis Henry, 14 Tell st., Providence

TENNESSEE DIVISION—1—53.

Unattached.

19239 Crankshaw, H. E., Box 25, Johnson City

VIRGINIA DIVISION—1—95.

Unattached.

19188 Lincoln, W. C., "

SPECIAL.

All Advertisements in this Department 20 cents a line.

VICTORS AND COLUMBIAS cheaper than ever before. Full lines, 48 to 38 inches. Cash or instalments. Discounts to agents. Wheels sent on approval. Let us know just what you need, and we will make the price right. List free. L. H. JOHNSON, 401 and 403 Main st., Orange, N. J.

ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

Bargains in Racers.

We have a few of the celebrated Royal Mail Racers, 54-inch, tangent spokes, cow-horn handle bars and all improvements; regular price \$140, which we offer to clear stock (as we do not intend to make more racing machine) at \$80 each. These wheels have always stood at the top for rigid, strong racers, both in England and America, and on one John S. Prince won the world's championship. This price is merely nominal, and we have but three left. WM. READ & SONS, 107 Washington st., Boston.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

New Mail Bargains.

We have several New Mails, with the noted Triggwell Ball Head, Perfection Backbone and Forks and New Rim, slightly second-hand, exchange for different sizes, \$85, \$90, &c. Also a Columbia Light Roadster, 51-inch, \$85; Radge, 54-inch, \$75; Expert Columbia, 54-inch, \$75; and Expert, 58-inch, full nickel, \$65.

WM. READ & SONS, 107 Washington street, Boston.

WANTED AT ONCE—Cheap second-hand wheels to sell on commission; rates low and a good market. Correspondence solicited. BAIN-BRIDGE BI. AGENCY, Bainbridge, N. Y.

SPADE HANDLES—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

Patented Dec. 21, 1886. **CARTER'S Foot Rest,** FOR THE STAR, For Easy Coasting.

Price, \$1.00. Send to HOWARD A. SMITH & CO., Oraton Hall, Newark, N. J.

THE NATIONAL A HIGH GRADE BICYCLE

A Double Victory!

Well fought and honestly won.

1ST.

The Great Pullman Road Race, from Chicago to Pullman, May 30, 71 actual starters, 14 out of 16 prizes, including 1st, 2nd, and 3d, won by riders of the Columbia Light Roadster.

2ND.

The 25 mile Road Race at Brooklyn, May 30; time, 1 h. 30 m., breaking record. First and second men in rode Columbia Light Roadsters.

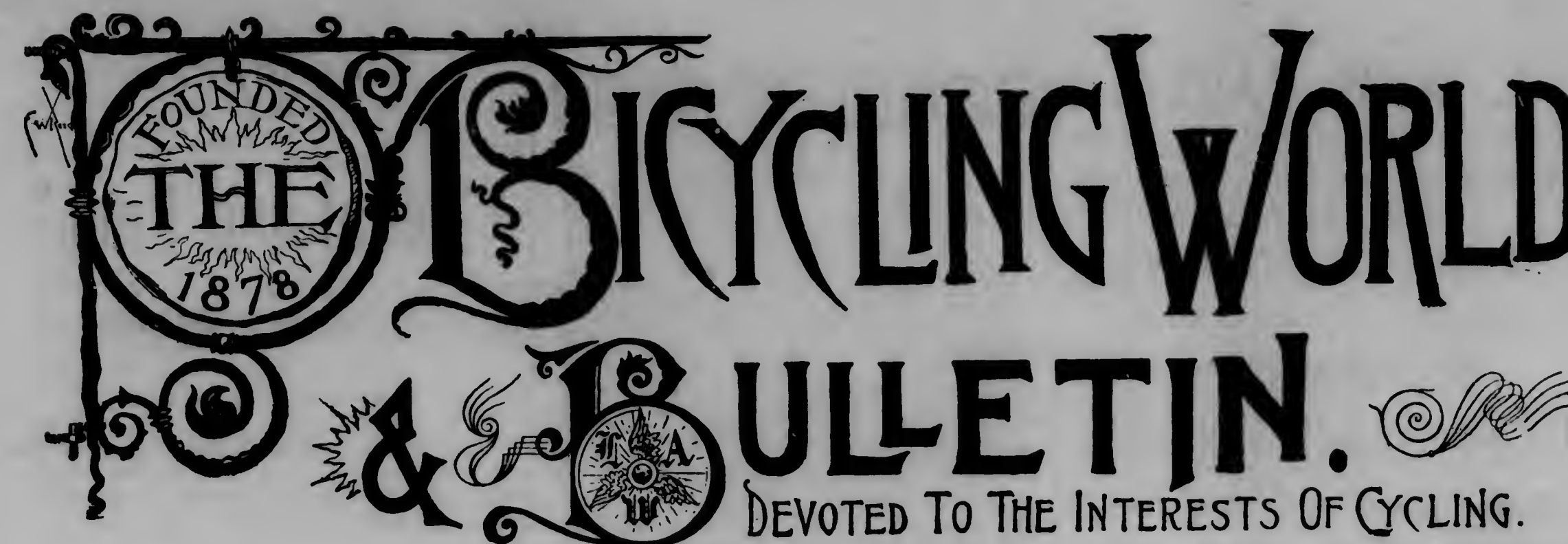
THE MOST COMPREHENSIVE CYCLING CATALOGUE FREE.
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THE FAMOUS, STAUNCH, RELIABLE
Rudge Light Roadster Bicycle.
AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

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IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.



\$1.00 a Year.
5 cents a copy.

BOSTON, 15 JUNE, 1888.

Volume XVII.
Number 7.

HERE'S ANOTHER.

Leavenworth, Kas., May 15th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen: We believe in "Victors" here. In our club of sixteen, we have fifteen "Victors" and the one "black sheep" is waiting for a Victor Safety.

Yours respectfully,

OTTO H. WULFEKUHLE, Secy-Treas.,

Leavenworth Co. Wheelmen.



Probably next week you will be informed on another page that out of a total membership of 19 in a bicycle club of Jayville, Texas, 28 ride wheels of one bright particular make. It's like them in that country.

L. A. W. CARDS.

Engraved and printed from Copper Plate. The neatest L. A. W. design ever gotten out.

50 Cards with Name, \$1.00, Postage Paid.

JOHN HANLEY,

Bookseller, Stationer and Printer,
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BETTER THAN EVER.

**PUNNETT'S
JERSEY CLOTH GARMENTS.**

Knee Breeches only \$4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

BEFORE BUYING,
SEE OUR LISTS.

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REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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L. A. W. BADGES,

For Gold Pins of the Official

Design, send direct to

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177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

OUR OFFER.

"Pedal and Path,"

Across the Continent "A wheel and A foot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers this book free on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "a wheel" ever written.

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THE * NEW * WHEEL.

SPFCIAL ly Designed for Perfect Road Service.

Peerless in Containing Every Desirable Feature in a Bicycle.

Alone, in Combination of a Genuine Ball Head and True Tangent Spoke.

Rigid, Strong, Easy-Running, Light, Durable. No Cast Metal.

Kept to Standard Gauges Throughout. All interchangeable.

Brown's Adjustable Ball-Bearings All Round, and Square-Bar Pedals.

Rear Wheel Bearing Absolutely Dust and Mud-Proof, without Felt Washers.

Only Ball Head with Balls Confined, yet Instantly Removable.

Outcome of Ten Years' Practical Experience with American Roads and Am. Riders' Needs

Keep your Eye Open. Send for Illustrated List.

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BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—Columbia Tandem; almost new; perfect order. Address GRAH BROS., Toledo, Ohio.

\$75 BUYS a 54-inch Champion Bicycle, nicked. First-class condition. LOUIS FLECKENSTEIN, Faribault, Minn.

FOR SALE OR EXCHANGE—58-inch Columbia Racer; guaranteed in perfect shape, for \$60 cash, or will exchange for a saleable size roadster bicycle, any good make, or 538 camera, with first-class lens. Address C. E. TITCHENER, Binghamton, N. Y.

\$75. 50-inch full nicked Expert Columbia, Evening Star Lantern, and Hill & Tolman Bell. Write quick to O. E. HULL, Leon, Iowa.

FOR SALE AT A BARGAIN—52-inch Expert; nicked; balls all around and half pedals. \$60.00 cash. Full particulars, address W. M. STORR, 300 Asylum st., Hartford, Ct.

RARE CHANCE to get a good machine at a low price. 54-inch Rudge L. R.; enameled and in excellent order, with ball pedals. Will sell for \$70.00. W. H. TALCOTT, P. O. Box 52, Hartford, Ct.

DON'T OVERLOOK THIS—54-inch Victor L. R.; new last year, and in first-class order, with Victor ball pedals. \$95 takes it, as it is too large for me. Full particulars of J. D. CANDEE, Hartford, Ct.

WILL EXCHANGE 32-caliber Winchester Rifle, good as new, for 45 to 51-inch American Star, or offers. Address X., Drawer 1, Hagerstown, Washington Co., Md.

CLUB TANDEM FOR SALE—Ball bearings; convertible; in first-class condition. Will sell for \$100 cash, or exchange for a Rover type safety bicycle. Apply Room No. 14, No. 32 Pemberton square.

FOR SALE—One convertible Club Tandem. Price \$120; one Marlboro' Tandem, \$180; one Marlboro' Tricycle, used but little, \$115; one Marlboro' Tricycle, new, \$145. EDW. P. BURNHAM, Park st., Newton.

52-INCH Expert, new; for sale cheap; warranted. Address W. D. CLOYES, Cortland, N. Y.

HERE BARGAIN! 50-inch Victor Bicycle; spade handles and all latest improvements; good as new. Price \$85. Address WHEELMAN, Lock Box 50, Wappingers Falls, N. Y.

FOR SALE—\$75—54-inch Expert Columbia; ball pedals, cow-horn bars, spade handles; in good condition. H. W. CARTER, No. 8 Lancaster street, Worcester, Mass.

BARGAIN. Make us an offer for a new Columbia Light Roadster Tricycle; also 55-inch Bicycle. T. B. RAYL & CO., Detroit, Mich.

GENUINE Rudge Humber Tandem; very good condition, \$150. Rudge Light Roadster, 52-inch, \$75. Address XXX, care Bicycling World.

FOR SALE—Columbia Light Roadster, 51-inch, latest pattern, entirely new; run only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, \$105. Will sell at sacrifice, including everything. Address W., care Geo. D. Hazard, 53 Equitable Building, Mass.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

FOR SALE—48-inch Victor, good as new, \$65; 50-inch Oxford, \$45; 52-inch Rudge, \$60; 52-inch British Challenge, \$45; 54-inch British Challenge, \$45; 55-inch Columbia Light Roadster, \$60. A. J. KOLP, Scranton, Pa.

FOR SALE—A Columbia Tandem, new in 1887; in perfect order. Address A. H. FLACK, Claverack, N. Y.

QUADRANT TANDEM for sale cheap; good order; open front; either rider (or both) brakes and steers. BRADFORD, 398 Madison st., Brooklyn, N. Y.

A BARGAIN. 42-inch Facile Bicycle, '86 pattern. Has not been ridden 10 miles; practically new. Address Lock Box 644, Providence, R. I.

AN EASY MATTER to keep perfect record of riding. The Cyclist's Record Book, 50c. C. D. BATCHELDER, Sanford, Me.

The Cyclist's Road Book

—OF—
Connecticut and Westchester.

BY CHARLES G. HUNTINGTON.

By Mail, \$1.50. Connecticut Members of the L. A. W., \$1.00.

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D. J. POST,

Drawer 11, - - Hartford, Conn.



TOULMIN'S BUFFALO BICYCLE SHOE,

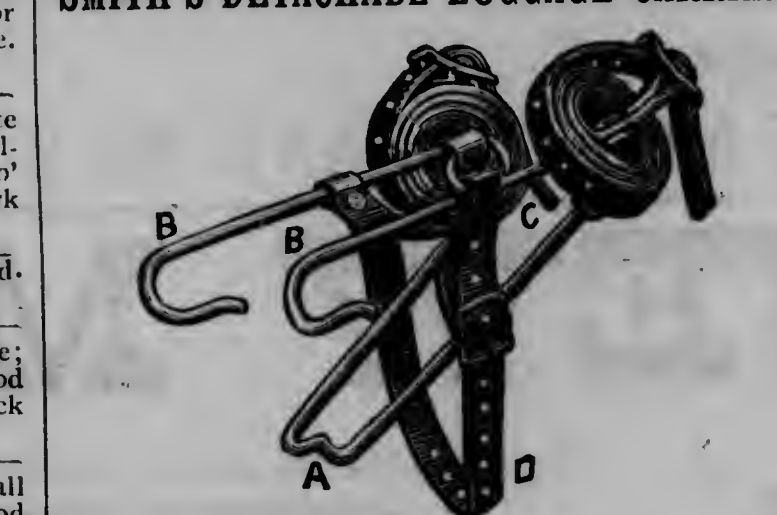
Is made of the finest genuine Kangaroo in every size and width. Price, per pair, \$3.00.

Liberal discount to club and Bi. Agents.

Send for Circular.

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

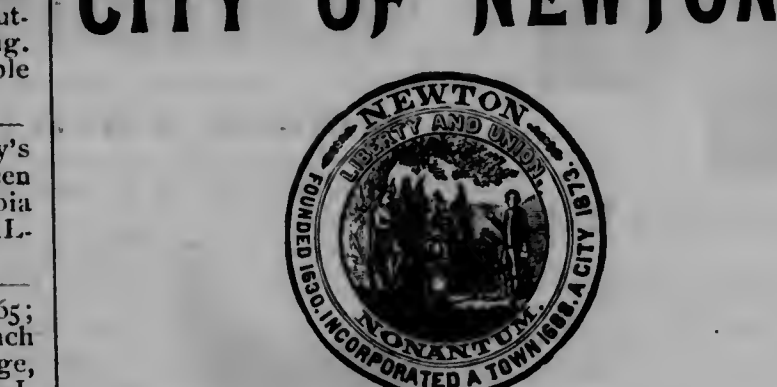
"A," Bracket rests on brake spoon. "B," "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade.

C. H. SMITH,

249 Woodward avenue, Detroit, Mich.

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The attention of all owners of bicycles is called to the following ordinance of the City:

"No bicycle or tricycle shall be propelled upon any street or way, unless provided with a bell, to be rung when approaching any person; and neither shall be propelled upon a sidewalk."

DANIEL M. HAMMOND,

City Marshal.

Call and See Our Stock of These Bells.

SPRINGFIELD BL. MFG. CO.,

No. 9 Cornhill, Boston, Mass.

Send 6c. for 20 Samples and rules for

Buy no more Ready-made Clothing. Send for samples, light or heavy weight, make your own selection, take your measure by our simple rules, and order a pair of our Celebrated \$3 Custom-Made Pants, or finer goods if you desire.



VESTS, \$2.25

Suits, \$13.25 to \$30.00.

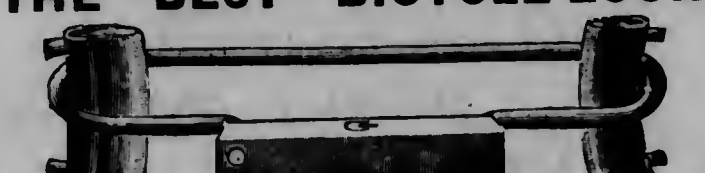
COATS, \$8.00

A pair of East Strainers will be given to each purchaser, if mention is made of this paper.

BAY STATE PANTS CO., Custom Clothiers

34 Hawley St., Boston, Mass.

THE "BEST" BICYCLE LOCK.



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price \$1.00.

WHITTEN & CO., Providence, R. I.

JOHN HARRIOTT,

MANUFACTURER OF

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DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

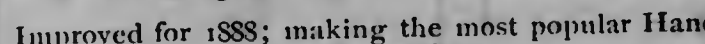
Improved for 1888; making the most popular Handle on the market.

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Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

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THE * SPRINGFIELD * ROADSTER LEADS THEM ALL!

The best Wheel ever made for all around road riding. The best hill climber and the safest coaster,

CAN THEY BEAT THESE RECORDS.

Corey Hill, Boston, Mass., 4 times without a dismount.

Eagle Rock Hill, Orange, N. J., 3 times without a dismount. First round trip in 17 minutes. Second, in 13 3-4 minutes. Third, in 12 3-4 minutes. Average, 14 1-2 minutes. Time taken by J. H. Sutherland and Frank Brock. Witnessed by J. A. Sutherland, N. Y. Bicycle Club; C. A. Silver, of Concord, N. H.; Frank Brock, Newark, N. J.; W. W. Waters, Orange Wanderers, Orange, N. J.; and P. M. Harris, N. Y. Bicycle Club, N. Y.

Fords Hill, Philadelphia, Pa., 7 times without a dismount, beating all previous records, done by Harry Shurman of Lynn, Mass.

Walnut Street Hill, Worcester, Mass., by J. Fred. Midgley.

3d Street Hill, Wilmington, Del., 10 times without a dismount, by Victor R. Pyle.

Clark Street Hill, Portland, Me., by J. Minton Worden. The first time this hill has ever been ridden.

SPEEDY, SAFE AND MODERATE IN PRICE. SEND FOR CATALOGUE.

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SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.



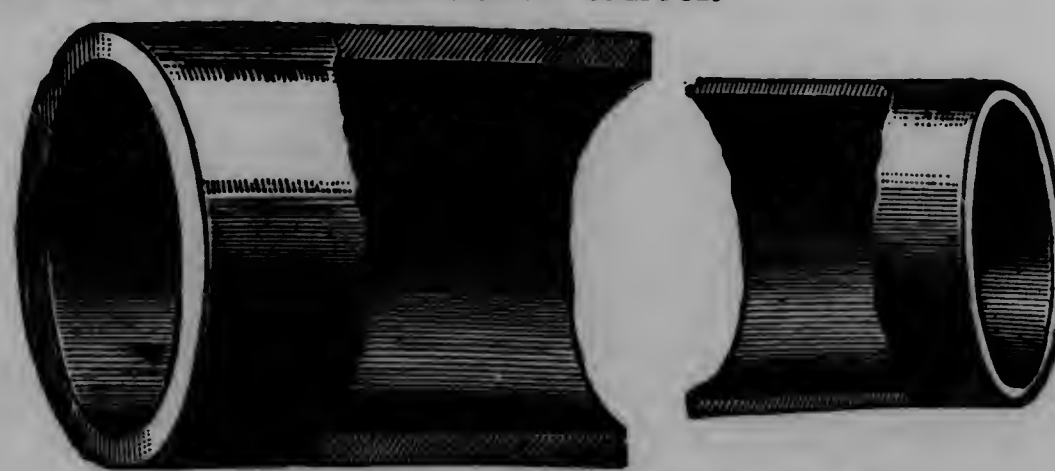
The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



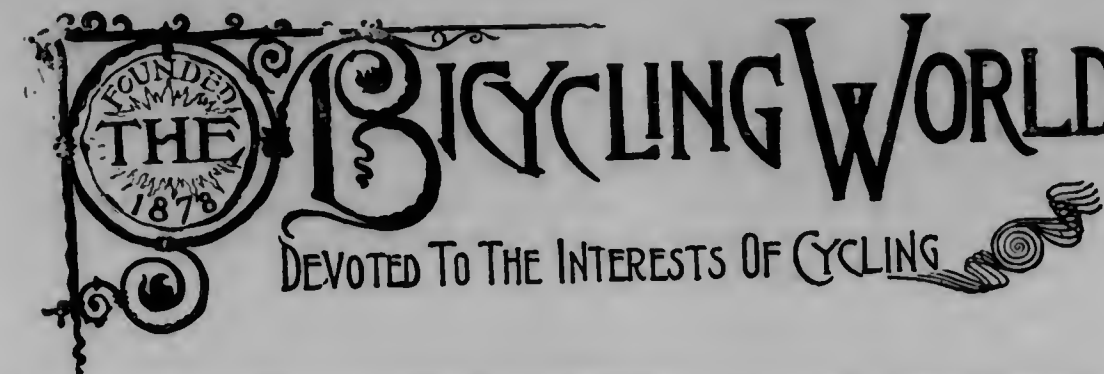
Warwick's New Rim.
No Seam outside.
Thickened Metal at Bottom.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

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Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 15 JUNE, 1888.

THERE are several notices in our official department relative to Meet matters that should engage the attention of our readers.

ERRATA.—Our types last week stated that Mr. H. J. Crowther, of Baltimore, would represent us at the Baltimore meet. To be more correct, we should have stated that Mr. H. Crowther, of Philadelphia, would represent us in company with Mr. N. L. Collamer, of Washington. Mr. Crowther's headquarters will be the Carrollton Hotel. Mr. Collamer states that inquiries at the Baltimore Cycle Club house will reach him.

WE are advised by our Newark correspondent that in the tie of May 30 race between the Kings County Wheelmen and the Hudson County Wheelmen to be run off, the Association has decided that these clubs may enter any men they may wish for the deciding race. This is a most marvellous decision, and we should like to know by what powers of reasoning the Association arrives at this decision. We hold that the personnel of the rival teams should not be changed, but that each club should be required to start the same men or forfeit the race. If we had had the privilege of speaking our piece at the meeting, as a member of the organization, we should have stood stiff for the position that the same men must participate, or no race.

OUR national pride has been considerably bolstered up since our visit and interview with W. A. Rowe, an account of which we publish elsewhere. With the bare fact before us that Howell

had beaten Rowe we felt that there was nothing to be said, but after talking with Rowe and getting at the facts of his not being able to put in over ten days' training in two months, we only marvel that he did as well. Without taking one jot from the value of Howell's victories, we positively assert that the matches were most unsatisfactory as proofs of the relative qualities of the men. That Rowe was away below his usual form when he raced Howell and Wood is admitted by the English press, and it is proven by the fact that as soon as the warm weather came to stay and Rowe could do some out-door work, he began to improve marvelously. We shall not rest satisfied until the two great men have met again, which we hope will be next September. Under the circumstances we think our dissatisfaction at the result is reasonable, and that the result may be reversed not at all improbable.

"BICYCLING NEWS" ON W. A. ROWE.

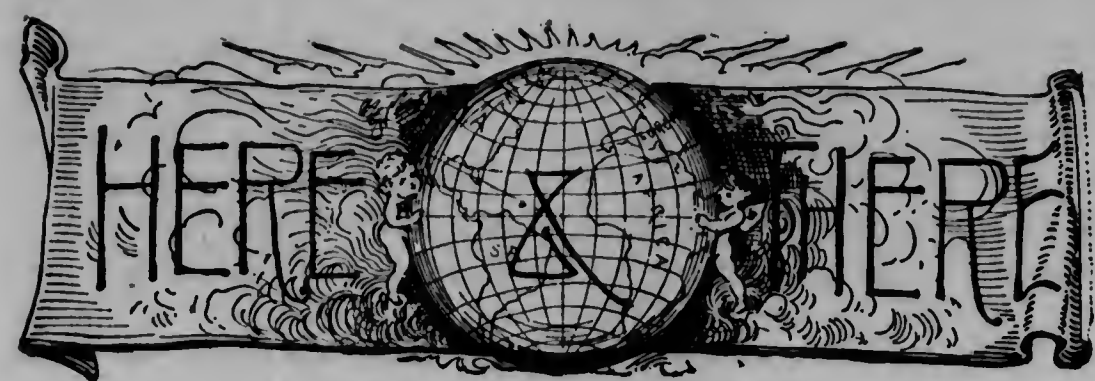
We clip from the last issue of the *News*, the opinion of Mr. Hillier on Rowe's form. "He sits very upright and uses T handles, and the moment he commences to spurt a considerable portion of his shoulder weight is thrown upon his wrists, and as he wobbles his shoulders his steering is by no means steady at top speed. He sits relatively close to the head, and does not remain steady in his saddle. The actual action of his legs is immensely powerful, the thigh and back muscles doing a tremendous lot of work, which, however, is considerably discounted by his action below the knee. It is quite true that he drops his heel, but the drop is due to the downward thrust from the knee, and not to the upward and forward kick which distinguishes a true ankle-peddaller, and it is not until the pedal is well on the descending curve that the thrust becomes really effective. The thrust is very powerful, but only effective for a short distance, and we could detect little or no 'clawing' as the pedal rose. That Rowe should attain the speed he does with his present style of riding points to the possession of wonderful power from a muscular point of view. Riding a small wheel he jumps off fairly well, and as long as his spurt lasts it is a good one."

Then in another article of the same issue: "Rowe's mission here has not been a success, and from a patriotic point of view we must regard his failure to secure Dick Howell's scalp as satisfactory, but from the personal point of view we think every one who has met America's champion cyclist will be sorrow, for he is a straightforward man, with as little bounce as any professional rider we met. Whilst showing considerable quiet confidence in his own powers, he treats his hearers to none of the absurd gasconade which so many pros. and some few amateurs indulge in, and, recognising the many chances which militate against success in cycle racing, simply says he means to do his best. All true sportsman will appreciate these characteristics which distinguish the American champion, and join with us in wishing him more conspicuous success in his next venture than has attended his visit to England in 1888."

ANENT THOSE SEVENTY-ONE STARTERS.

Editor Bicycling World:—In your issue of May 25th I notice two paragraphs condemning the Chicago to Pullman road race. I wish to state that we are fortunate enough to have a park boulevard extending to the heart of the city, the traffic of which is regulated by Park Commissioners. These same Commissioners are heartily in accord with the promoters of this race, and furnished mounted policemen at all important crossings; the city of Chicago also contributed a few policemen to keep a clear space at the starting point. The course is over this same boulevard for ten miles, and when the contestants leave it they are entirely out of the city. The residents along the course make it a point to turn out in force, and consider the race much more interesting than the procession that follows a few hours later. I will venture the assertion that not one spectator in 500 raised an objection to it in any way. There is an element in human nature that makes any honest contest for superiority among men attractive and even fascinating. A few religious monomaniacs, a few more crabbed persons who are always ready with their objections, no matter what the occasion, will undoubtedly be heard to say that racing is injurious, morally, physically and legally. Road racing, under many conditions, is undoubtedly a nuisance, and is fraught with much danger, but under just as many other conditions it is a healthy, moral sport, well liked by the majority of citizens. Our situation is the latter, and it will be many years before road contests on the cycle will have to be stopped in the vicinity of this burg.

Wm. C. THORNE.



NEW JERSEY NOTES.

"RATCHET."

"WHAT authority had the officials for recognizing Mr. Beazley as a competitor in the road race?" "What right had the Kings County Wheelmen to put Beazley on the team when two substitutes who had been regularly entered were on the ground?" These questions, and others as pertinent, are flying around among those interested in the inter-club race. Will the Alphabetical Association let some light on the subject?

The tie between the Hudson County and Kings County Wheelmen will be run off over the Irvington-Milburn course on Saturday, July 14. The same men will be started and the same officials as on Decoration Day will have charge.

The *Elizabeth Journal* says "it is doubtful if the Elizabeth Wheelmen enter another team in these semi-annual contests." This won't do, Elizabeth, you've nothing to be ashamed of for the past and nothing to fear for the future.

Riders through the Oranges are advised to give a wide berth to South Scotland street, between McChesney street and the Hillsdale avenue station, as the contractors who macadamizing Hillsdale avenue are dumping all the loam taken off the latter street in the former.

The athletic meeting of the Orange Athletic Club on June 23, on the Roseville track, is an assured fact, the entries for the several events having been sufficiently numerous to insure its success. The programme includes a two-mile bicycle race, for which Harry Wolcott, B. Hotchkiss and W. Keck have entered.

KLUGE has always been credited with being a "forcer" in a race, but according to "Wing-Foot's" account of the two-mile national championship, he fell in with the "head riders." Drop that, Charley, an' you love us! Make the boys ride to beat you, and leave "tactics" to those who have to use them for want of speed and wind.

The Wanderers expect to have a big turnout for their "century" run towards Baltimore Saturday, 16. The start will be made at 4 A. M. The last twenty-one miles will be covered before dark through Fairmount Park and over Lancaster Pike to Paoli. Those members who intend going to the League meet will rest at Paoli over Sunday, and on Monday will continue to the Monumental City a-wheel. The club will have a bugler who will sound all the calls.

ST. LOUIS.

"LINNEUS."

BOWLING GREEN, Mo., has the tournament fever bad. Consul Edwards of that town has raised some \$150 for prizes for a series of races to be given there on the 4th of July. The events will be a one-mile, 5-mile and a 10-mile race, all for amateurs. He asks for the co-operation of all St. Louis wheelmen and no doubt a large delegation will attend.

It seems that the *American Wheelman* is as dead as a door nail, or even a coffin nail, to go it one better. The paper has not made its appearance for a month, and no one expects to see it again.

E. M. WILDER, of the firm of Wilder & Mayo, is doing good work in gathering recruits for the L. A. W. Ed made a curious bet with Mayo regarding his (Mayo's) winning the race at the Fair Grounds. If Mayo won, his moustache had to come off, and off it is.

The cyclists of Sedalia, Mo., held a meeting last Wednesday and organized a club, styling themselves the Sedalia Cyclers. Mr. Joe H. Kelly was elected President. He was also appointed local Consul this week, and Sedalia will therefore be heard from the coming summer.

C. T. WESTLAKE, of South St. Louis, has aided the Division greatly by handing its officers a list of the unattached riders in the suburb known as Carondelet. If some other members of the Division

would do likewise, it would greatly benefit the League's membership.

THE Division will soon lose one of its hardest and most faithful workers, in the person of Consul Miller of Hannibal, who will go to Galesburg, Ill., to reside. I would put a flea into Chief Consul Van Sicklen's ear. If he wishes to boom cycling, and the League appoint Miller as local Consul.

SUNDAY, a week ago, C. C. Hildebrand performed the feat of riding hands off to and from Ballwin, a distance of 40 miles, climbing all the hills, including Solomon, in the face of a strong wind. Numerous riders have essayed this feat before, but few of them ever brought it to a successful conclusion.

HAL GREENWOOD is in fine fettle, and has trained down as smooth as silk. Your correspondent, complying with your request, asked him for the grade of Kimmswick Hill, which he was unable to give. I have, however, written the surveyor of Jefferson County, and as soon as his reply is received will forward it promptly.

GUS MORGENS, a member of the Cycle Club, while riding down the Lindell avenue boulevard, was run into by some scoundrel and badly scratched up, some evenings since. His wheel was wrecked, and it was a miracle that he escaped as he did. Should the offender be caught it will go hard with him, as the Division's officers have decided to put a stop to this thing. On the other hand I have to call attention to the reckless riding that is being done by some of the wheelmen on the asphaltum. It was only last Friday that a rider scorching down Pine street ran into and upset a buggy, causing a runaway, and spilling the occupant of the vehicle out on the street. This is road hogism of the worst type, and should at once be stopped.

STREET reconstruction is going on at a lively rate. The Board of Public Improvements has let the following to be reconstructed with wooden blocks: Easton avenue, between Leffingwell and Grand avenue, Morgan street, Compton to Grand avenue, Clark avenue from 21st to Jefferson avenue. Pine street will be reconstructed with Telford pavement from Grand avenue to Boyle avenue; also Grand avenue from Laclede avenue to Manchester road. The two latter will be good news to cyclists, as it will open up a good road to Manchester road and also take some of the travel off the Lindell avenue boulevard. The total cost of these improvements will be over \$100,000, 25 per cent. of which will be assessed against adjoining property owners.

BUFFALO.

"MERCURY."

THE most noteworthy cycling news of the past month is the Buffalo Club's century run. Captain Hotchkiss and his assistants deserve all the praise you can give them for the successful manner in which the run was carried out. The boys boarded the 5.50 P. M. train on the Lake Shore, Tuesday evening, May 29th, and on their arrival at Erie, were met by wheelmen of the Erie Club, who escorted them to the Reed House, where eight other Buffalo cyclists were found who had taken the 2 P. M. train. Captain Hotchkiss hustled his men to bed at an early hour, preparatory to rising at 3 A. M. (Erie time). Next morning (Decoration Day) line was formed in front of the hotel at 5.15 A. M., and the roll call showed twenty-eight wheelmen present. Start was made at 5.25 (25 minutes behind schedule time), and after stopping at various places along the line and attracting any amount of attention, twenty-three of the party (the other five having dropped out) rode, twos front, around the meadow, arriving at the club house at 10.15 P. M., a proud but awfully weary lot of fellows. Total time elapsed, 16h. 55m.; total mileage, 101 miles; riding time, 9h. 51m., or about ten miles an hour. Runs of this kind, with so large a party, are scarce and the boys have reason to be proud of their exploit.

How I would like to go to Baltimore next week. A great time is in store for those who are so fortunate as to go. "Skib," I'll be down to see you later on.

THE Buffalo Club held a special meeting May 26th, and decided to invite the New York State Division to hold its meet here during the tournament. It is to be hoped the invitation will be accepted.

AN error appeared in my last letter regarding the cycling track. The Ramblers will have the privilege of using the track any time after the tournament but not before, as the professionals will be using it then.

THE Ramblers run to Lewiston under the command of Captain Hauenstein was also successfully carried out. To keep up with the times, Captain Hauenstein has announced a run to Erie for Saturday, 16th of June. They mean to keep the Buffalo Club hustling for honors this season.

THE Ramblers, at their regular monthly meeting, June 5th, elected twelve new members; also F. R. Schwinn, Geo. C. Laub, and Ed. F. Dold as a Board of Trustees. In a few days committees will be appointed for the tournament, and then the work will begin in dead earnest. It remains to be seen whether there is any fun in it. According to Ducker, it is "by the sweat of the brow."

FOR a right good lot of sensible fellows, commend me to the Springfield Club. I have never met with them, nor have I had any business with them; I draw my opinion from a motion that was moved and carried unanimously, namely: "That we hold our annual tournament in Buffalo, Sept. 4th, 6th and 8th." Now, let other clubs follow suit, for "in union there is strength."

A most singular accident befell a Rochester cyclist last Monday evening (June 4th), while riding on the sidewalk (which, by the way, is not forbidden here) a hook under the awning of a meat market caught him in the right cheek, tearing through the flesh in a terrible manner, and sliding along the bone through the right eye until it caught hold in the socket. He hung on the hook until released by some of his companions. His eye was totally destroyed and his face will be disfigured for life. There is a moral to this.

ST. JOSEPH.

"MENTOR."

MEMORIAL DAY here was a gala occasion, a day which will long be remembered as an enjoyable event by the visitors who were the guests of the St. Joseph Ruralists' Bicycle Club. The officers and members of the entertaining club should feel elated at the success of their royal reception accorded delegations of wheelmen from clubs from surrounding cities. About a month ago invitations were sent to the following clubs to spend Memorial Day in St. Joseph, the guests of the Ruralists' Bicycle Club: Omaha Wheel Club, Leavenworth County Wheelmen, Topeka Wheelmen, Kansas City United Wheelmen, and wheelmen in Oregon, Mo., Maryville, Mo., and Atchinson. There were about seventy-five wheelmen, including one from Boston and one from Philadelphia. The incoming wheelmen were met at the Union Depot by the Reception Committee, and the visitors were escorted to the club quarters, where fruit, iced milk and cigars awaited them. Then the wheelmen adjourned to the Union Depot Hotel, where the largest assemblage ever quartered together in the Missouri valley sat down to an elaborate collation.

AFTER dinner, the parade was formed, and slowly moved away on the excellent asphalt pavement to the beautiful grounds of the insane asylum. There were over one hundred wheelmen in line, and they made an extremely long pageant of shining wheels. The sidewalks were crowded with interested spectators, and they showed their hearty approval of the spectacle by their many admiring gazes and complimentary remarks.

THE asylum reached, the boys dismounted and lolled in the shade of the grand old trees, sang songs, told stories of cycle adventures, renewed and made new acquaintances. Then the boys utilized their sweetest smiles, the photographer adjusted the black hood, squinted the camera, said, "now, gentlemen, please keep quiet"—and their "picture was taken." The wheelmen returned to the city, and at the close of a beautiful day, the wheelmen boarded their several trains and whirled home to their homes and families. The wheelmen of St. Joe can rest assured that their entertainment was a success in every particular. *Vive St. Joe Wheelmen.*

NEW ENGLAND.

"THE JOTTIST."

We are pleased to notice from our many exchanges that Bicycle clubs all over New England and elsewhere are frowning down the sidewalk riding nuisance. We may complain of the road-hog who drives a quadraped, but we regret to say that the public have just cause sometimes to speak feeling and forcibly of the "sidewalk cycling hog."

We hope Mr. Fisher, of New Haven, will reap a rich subscription harvest at Baltimore for his New Haven to New York path scheme.

SPRINGFIELD, Mass., wheelmen are talking up an athletic park, with bicycle track, etc. C. I. Shean is one of eight who will subscribe \$500 towards the venture.

THE proposed parade, June 22, of the Springfield, Mass., wheelmen, it is an assured fact that over 230 local wheelmen will be in line. If the out-of-town clubs respond there will be nearly 350 men in line.

THE second annual races of the Rhode Island Wheelmen will be held at Roger Williams Park, Thursday, June 21st, at 6.30 P. M., and will consist of the following events: One-mile championship

race; one-half-mile special; one-mile tandem; two-mile lap; one half-mile Rover; one-half-mile tricycle. The events are in charge of Howard L. Perkins and Nelson H. Gibbs, the Club committee.

B. H. TROUT, one of the judges in the late Taunton-New Bedford team road race, thus writes us: "I would like to call your attention to a slight error in your report of the New Bedford-Taunton road race on Memorial Day. There *was* a collision between Anthony and Fred Smith, but no foul; if any thing there might have been a foul on F. Smith, as the collision was caused by his cutting in ahead of Anthony, who had the inside track and could not get out of the way. Anthony's backbone was bent, so the wheels did not track within three inches. Also, I would like to call your attention to the plucky race ridden by Bolton, the last ten miles with three broken ribs. During the winter he met with an accident, breaking three ribs. From some cause these broken bones parted after he had made ten miles in the race, and he was forced to fall back, finishing sixth; and would have been fifth but that Sisson, of New Bedford, wore a cap with Taunton colors, causing Bolton to mistake him for one of the Taunton men. Most men under the circumstances would have dropped out. The time is certainly correct for the race, 1.17, and the measurement is that of the New Bedford Club, which I hope will be verified."

NEWS

AND COMMENT.

MOST sincerely do we congratulate Mr. H. D. Corey, of the Pope Mfg. Co., on the fact that he is to take unto himself a "helpmeet." The lady's name is Miss Wallace, and she resides in Newton. The wedding will take place June 27, but owing to recent bereavement in Mr. Corey's family the ceremony will be strictly private. Mr. Corey's many friends will join us in wishing the pair all the happiness the human heart is capable of.

THE Brooklyn Club will hold a race meeting July 4th.

DUCKER wants the Springfield Bicycle Club minstrel troupe to visit Buffalo. He thinks there is money in it.

MANY of our readers will join us in congratulating Mr. W. B. Everett and his wife on the safe arrival of a fine, healthy boy; a prospective cyclist.

THE *Athletic World*, edited by F. P. Priai, led a short but we trust a merry life. Three or four issues were made and then things dropped. "Too much strain to run two papers," said Editor Priai.

MR. H. CROWTHER, of Philadelphia, would like companions to tour from Baltimore to Washington, down the Shenandoah pike, after the League meet. For particulars address H. Crowther, Bicycling World representative, Carrollton Hotel, Baltimore.

ROWE was to have ridden a match with R. H. English June 2, but Rowe's accident of course prevented the race. English, however, insisted on the race or the forfeit of £15. This was not a very generous action on English's part, but we suppose it was "business."

WE commend the *Wheel and Cycle Trade Review* for its perseverance in attempting to prove to the editor of *Bi. News* that Rowe's records are *bona fide*. But alas, we fear, for what does the *affidavit* of an American, weigh against the *opinion* of our friend across the water?

A CORRESPONDENT writes: "I should like to inquire through the *World* if any of its readers have used the Dry Graphite or Plumbago as a lubricant for ball bearings, and whether or not it answers the purpose." [We can answer, we have tried it and it does not work. Oil is the only satisfactory lubricant.—Ed.]

A CORRESPONDENT writing from Springfield, Ill., says: "We entertain the L. A. W. Division members on July 3d and 4th, and want as many L. A. W. men as possible. In a city of 30,000 people, which has thirty miles of block pavement, we ought to have at least 75 L. A. W. men. The meet will help us. Shall have races, lantern parade, lunch; following day run of seven miles to Clear Lake, banquet evening of 4th."

THE Arkansas Traveler Cycle Club, of Little Rock, Ark., will hold a tournament next Monday. The programme covers eight events. The track of the Arkansas Traveler Cycle Club is a quarter-mile stretch of oval form. It is well graded and has been rolled to a firm surface by the six-ton steam roller belonging to the city. For this the club desires to return thanks to Mayor Whipple and the Board of Public Commissioners.

A CORRESPONDENT of the *Bi. World* dropped in at Spalding's a few days ago, and was informed by the genial cycling manager, A. B. Barkman, that it was on his last trip that Coningsby was compelled to dismount instead of on his first, in his Eagle Rock

climb, and that he had mounted the hill the third time, but in turning for the down coast his wheel caught in a rut, which overturned him. His times were first, 13m. 16s.; second, 14m. 25s.; third, 14m. 12s. The wheel he rode was taken from the regular stock, and was geared to 54 inches. W. E. Fuller, J. F. Borland, W. S. M. Mead, L. L. Conder, A. B. Barkman, J. B. Jones, H. A. Smith, and other prominent wheelmen witnessed the performance.

FROM "SENATOR" MORGAN.

I WAS glad to have Hillier and Sturmev at the Aston Grounds, Birmingham, on the occasion of the three days' tournament last month, especially the former, as he now will, I'm convinced, readily admit that Rowe's records are "all right." I never saw such improvement in a man in all my life as there was in Rowe after we had given him two weeks' steady work over the Coventry track, and I can now readily admit that it was the very inclement weather and the constant travelling about which prevented him from winning at least two or three of his match races, especially the two first with Howell and Wood, and the one with the latter more especially. There was also another cause, a mental one, which worried the Lynn lad, which we were fortunately in a position to remove in time, which very materially helped his late successes. I have been in close company with Rowe for the past three months, and, although dining at the same table and with him in his practice nearly always, I cannot as yet say "I know him," although I have partly solved many important secrets of his successes and failures. Rowe, though a great man, will never shine conspicuously in match races, but will, like Woodside, English and other men I know, surprise the world now and then in open races and in a crowd, where responsibility is light, and not too much generalship is required. The responsibility of racing for big money and the consequent nervous strain beats many a good man before the pistol cracks. If Rowe's head was on a par with his legs he would conquer the world; put the same theory the opposite way with Temple, and America would be safe in holding the greatest cyclists, and the championship of years. Howell and Temple are the

BEST GENERALS IN CYCLING

the world ever saw, and Temple's past twelve months' work will stand as the greatest that has ever been done—aye, and for the size and weight of the man—that probably will ever be done.

The team under Eck's management have shown up well, and Crocker defeating Fred Wood and Fred Lees at Leicester, and Knapp and Whittaker riding seconds in the two championships proves there is not a soft one in the new team, although they cannot be expected to win a first or second where Rowe and Temple compete. Eck tells me he is sick of this country, and sighs for home. If Eck had taken my advice he would have been in pocket, as the trip to him at the very best will be disastrous. It is quite possible you will see them all back in a few weeks, as these new comers are not too enthusiastic over their prospects. It can now be understood how much

"HUSTLING" AND HARD WORK

the American team has done to gain their present footing in cycling in England. That they have practically controlled professionalism for the past six months is apparent, as every man of note has received salary from the coffers of the team, and they commanded the services of every scratch man at Aston but Howell. W. Wood, owing to his match with Rowe to-day, could not have well been there, and F. Wood was there, but wisely for his own repute, declined to run, as he could not have taken a place. Howell had fought the meeting in and out of the papers, and with the Wolverhampton proprietor, who held his annual three days' meeting, was bound to bust up the Aston project. The consequence was, Howell (who previously wrote the *Sporting Life*, stating he did not intend competing against the entire strength of the team) was the only scratch man at Wolverhampton, and had a walk over for the mile championship, and the attendance for the three days was not one-fourth as large as our meeting. This is to be deplored, as we wanted to get a whack at Howell in open competition, and even went so far as to send a representative to see Devy, who controls the Molineaux grounds, to see if we could not arrange to have men from either place compete at both meetings, as the distance is only twelve miles and plenty of trains running, and the programme could have been arranged accordingly. Guided, it is believed, by Howell, he refused this overture, and the consequence is he is a heavy loser, and the Aston promoters gainers.

To-day, Saturday, I arrived from the South in order to see Rowe meet W. Wood for a second hundred pounds.

After putting a few more lines to this "copy," in company with Rowe we strolled up to the Jarrow track, where three thousand people had assembled, although the weather was cold.

ROWE QUICKLY STRIPPED.

and after Allen had given him a little preparation, he came out and received applause. Wood quickly appeared, and was also greeted with cheers. I had previously told Rowe to do a little pacing and if necessary to go away with the lead. When the pistol cracked, therefore, Rowe made play for the lead, and went away at a fair rate of progression, shaking his man up by a terrific burst on the second mile, and I knew then, barring accidents, Rowe would win. Wood endeavored to settle Rowe by placing his wheel level and then making some comments of a not too refined character occasionally. The last mile Wood endeavored to get by, but Rowe, always on the alert, held his own, and the last lap was entered amid a scene of intense excitement, as the men rode locked together on the straight, but Rowe turned the last corner, and as he passed me fifty yards from the tape, he was half a wheel ahead, but Wood was gaining on him fast, and when Rowe broke the worsted he was only a small foot victor, and never in my life have I felt so uneasy over a finish before, through, I fancy, Rowe's bad judgment in allowing Wood to hold him too close, when he could have left him on the down hill, three hundred yards from home, thereby disheartening his man, as Wood was encouraged by Rowe's allowing him to keep level, and Rowe finished "all out." It was a victory hard earned indeed, for immediately on passing the post, Rowe collided with a man who must have been insane over the finish, and striking him fairly amidship with the big wheel of his Columbia, he came down a horrible thud. This nearly stopped the beating of my heart, and when we picked him up he was unconscious, but revived on reaching the dressing room. Fearing a broken bone or internal injury we had him conveyed to a private house near the grounds, and after summoning a doctor, found that the unfortunate man had broken his collar bone, that a few unimportant scratches and bruises was the result of as criminal a piece of business as ever disgraced a bicycle track.

Rowe was matched to ride R. A. English fifteen miles next Saturday, June 2d, on the North Shields track for fifty pounds, and as we have fifteen pounds forfeit up I suppose we must lose it. Rowe's stay in this country has not been at all a pleasant one, as his first ill successes and adverse criticism had only part worn off when this accident lays him low, and strange to say until last week, ever since Rowe and his trainer joined the American team, the team was losing steadily at the rate of bankruptcy, until Temple broke the spell in defeating Wood, and the treasury again commences to look healthy. The original American team will

WIND UP THEIR BRITISH TOUR

at Dublin next Saturday, where there will be run a big meeting at Bull's Bridge track, in which the *cream de la cream* of American and English talent will compete, and Crist of Washington is likely to be the five-mile "Irish" champion for 1888, as he competes there in the races at which the Irish Cycling Association will decide their first mile annual championship. Temple and Woodside will be entrusted to represent us at that meeting; and I leave for Berlin via London immediately in order to arrange our Continental engagements. We make our bow to a German audience in Berlin, Sunday, June 10th, and dear Christian brethren, forgive us, for I understand we used to be numbered with the heathens who don't observe the Sabbath for weeks to come. Crist, I believe, intends competing in Berlin, so you can rest assured the glorious old flag will be all right, even if we are German, English and Irish by descent.

NOTES.

HOWELL is quiet again, somebody told him Temple did 2.30 at Coventry. He says he will come to America and meet Rowe and Temple this fall, and swears vengeance on me. Woodside has developed into quite a plunger, he dropped a lot on Rowe, and won it back on Temple. Cook and Alexander, the oldest handicappers in the Midlands, tell me Temple is the fastest miler in the world today, and says if I don't collar Howell's money, I'm "a chump." They tell me I've grown three years older the last three months. Tell your advertising agent to send me nine hundred and ninety-nine dollars for value received from quotations, re London wax-work cyclists, as every paper in Britain is talking about it, and several journals have been to Madame Tussauds to write "the figures up." *Wheeling* says I'm wrong about it going to change hands, and calls me ungrateful; really I am not, and McCandlish should not think so. The N. C. U. will soon be for sale, fixtures and all. "What am I asked for Viscount Bury, G. L. H., and Finlay MacCrae?" The N. C. U. have practically killed amateur cycle sport, quite right, too; all the better for the "Pros," and the atmosphere is cleaner. Tom Eck threatens to pay a ten shilling fine for assaulting "Jack," whom he charges with several things; look out for blood when the Canadian meets the Scot. Temple's foot is not quite well yet, and he cannot relinquish his walking stick, he and Woodside will take a few days vacation at Woodside's residence,

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Correspondence invited.

Dunduan House, Coleraine, Ireland. My next letter will be written in German; please either get out two editions for Milwaukee and Wisconsin especially, or get the translator ready, I talk and write German solely for next six weeks.

W. A. ROWE AT HOME.

BEING advised that W. A. Rowe had returned from England, we took the train for Lynn, and started out for his home in Glenmere. We had scarcely pulled the door-bell of his residence before the door was opened in person by Mr. Rowe. But for the fact that his arm was bandaged up inside his coat and shirt, we should say that Mr. Rowe was one of the healthiest men we had looked upon in many a day. He looked brown, rugged, and his eye is clear. In fact he was the very picture of an athlete in health. We announced the fact that we had come to interview him, and we were at once asked in. Mr. Rowe arrived in New York, Sunday at 7 P. M., on the White Star steamer Republic. In answer to our queries, he stated that he had sustained no internal injury from his fall on the Jarow track. That the collar bone only was broken, and that in a short time he would be able to use his arm again. "But with the exception of this broken collar bone, I never felt better in my life," said Mr. Rowe. "I was just beginning to pick up and get in form when this accident occurred." We then asked him the reasons why he showed such poor form in his first race with Howell and Wood. "Well," replied he, "considering the fact that I arrived in Liverpool on the 10th of February, and from that time until the hour I met Howell in his first race, about two months, I had only been able to get ten days out-door exercise, it is not at all astonishing to me that I failed to show up better than I did. On my arrival in Liverpool I at once went to Torquay, in the South of England. The climate there is usually as mild as May, but during the ten days I was there the rain and the snow was so incessant that I could only train on the track three times, and two out of the three times the snow was at least one-fourth an inch deep on the track. Considering the fact that I cannot train or bring myself down to speed, except that I perspire freely, it will readily be seen that it was simply impossible for me to get into any sort of shape in time for my match race with Howell. If I had been at home I could have worked the home trainer, or done some boxing, which would at least have had the result of bringing down my flesh. I worked hard, and my trainer, Mr. Allen, also did everything in his power in the face of these adverse circumstances to bring me into form. But it was a discouraging thing and I knew it, and when I met Howell in those match races, I was no more fit to ride an important race like that than if I had not been on the bicycle for a year. I have no excuses to make for my defeat, but these are solid facts, which my friends and my enemies can take and weigh according to their own free will. Another thing did not help me one single bit, and that was my racing indoors. Board racing is bad for a man who is used to a regular out-door track, and the atmosphere of those halls was simply frightful. In fact it almost made me sick. Just as soon as the warm weather came I began to improve, and during my last week in England I won the ten-mile and one-mile and the one-half mile championships against the best man in England, barring Howell, and I also beat W. Wood in the race where I met my accident."

We then inquired from Mr. Rowe how the crowds and the people treated him. He replied that with the exception of the North country gang, which followed W. Wood, he had nothing but praise to say, but as for the treatment of W. Wood himself, and the gang which followed at his heels, it was a disgrace to the man himself, and to the crowd who followed him. "In my last match race," said Mr. Rowe, "Wood, while riding alongside of me, constantly used language too foul to be repeated, while the gang of roughs threatened me with stones and sticks, and I am satisfied in my mind that my accident was brought about by the deliberate attempt of one of his followers. In my first race with W. Wood, I met with the same disgraceful treatment at his hands and the hands of his followers. Howell treated me like a gentleman, and so did Howell's admirers. They showed me courtesy and fair play, and I have nothing to complain of them, or in fact, any other English crowd."

In reply to our query in regard to tracks, Rowe said that the Long Eaton track is undoubtedly the best in the world, with the exception of the Springfield track, and that the others did not compare with that of Lynn. We asked him further if he had talked with Hillier on the question of his disputed records. He replied: "I did not talk with Mr. Hillier very much, but I am satisfied in my own mind that Mr. Hillier himself believes in my records, and for the life of me I cannot understand the position of his paper, unless it is done to provoke discussion, or because he dislikes publicly to recede from the positive position he has taken."

Mr. Rowe stated that he has not as yet made up his mind whether

he will take part in the fall tournaments, but in the course of two or three weeks this will be decided. If he does, he is quietly confident that if Howell comes over he will be able to satisfy that gentleman, as well as the public at large, that he can ride faster than the Englishman. Mr. Rowe does not brag and bluster about this, but he is very anxious that the chance be given him to redeem himself before the end of the season. While at Coventry, Mr. Rowe rode the quarter-mile track there in thirty-three seconds. This is faster than it has ever been done before. Osmond, and other English cracks were present at the trial. We remarked to Mr. Rowe that the English papers took the position that he was handicapped in riding the Columbia. Rowe laughed and replied: "I have yet to see the machine I would change for the Columbia Racer. In my estimation there are few machines made its equal, and none its superior."

FROM THE GERMAN CAPITAL.**VICTORY FOR TEMPLE—CRIST RIDES SECOND.**

(Special Cable to the World.)

BERLIN, June 10.—Ralph Temple won the great professional event to-day, his time is German record for the distance by five and two-fifth seconds. W. E. Crist ran second to Loehr in a field of twelve starters for the amateur championship of Europe. Great enthusiasm. The Americans treated to an ovation. Twelve thousand spectators, of which three thousand were cyclists. The Americans sent a handsome floral offering to the sick Kaiser.

"SENATOR."

THE PHILADELPHIA HILL-CLIMBING CONTEST.

The committee in charge of the hill-climbing contest for the medal offered by Mr. Kirk Brown have made the following arrangements:

The contest to be held on Saturday, June 23, on Conshohocken Hill, commencing at 3 P. M. Contest to be open to all amateur wheelmen residents of Philadelphia, Camden, Wilmington and Reading, the man climbing the hill in best time to win. An entrance fee of 50 cents will be charged, returnable to starters. Entries to be made not later than June 21st, accompanied with entrance fee to A. G. McGlathery, 1807 North Broad street, Philadelphia.

WELLS ON FORDS HILL.

We append below the particulars of how John A. Wells, on June 4th, climbed Fords Hill, Fairmount Park, 14 times, exceeding the 7 times done by Shurman, of Boston. The latter climbed the hill seven times in one hour, while Wells performed the feat in 57 1-2 minutes. The following is the official time as announced by timer W. W. Johnson. First time, 6m.; second time, 6m. 2s.; third time, 6m. 2s.; fourth time, 6m. 2s.; fifth time, 6m. 2s.; sixth time, 6m.; seventh time, 6m. 2s.; eighth time, 6m. 2s.; ninth time, 6m. 2s.; tenth time, 9m.; eleventh time, 9m.; twelfth time, 9m.; thirteenth time, 9m. 2s.; fourteenth time, 11m. 2s.; entire time consumed, 1h. 46m., 2s.

WELLS TAKES THE EAGLE ROCK RECORD.

SIX TIMES UP AND DOWN.

On Thursday, June 7, a quiet, gentlemanly looking chap makes his appearance in Newark and announces his intention of seeing what he could do on Eagle Rock, with a 45-inch Pony Star. Accompanied by Ed. R. Collins, C. L. S. Walker, Frank Brock and Percy M. Harris, he goes at the 'ill. He gets the word "go" at precisely 4 P. M., goes to the summit without a shake, turns, coasts down and passes the starting point at just 4.12.45. Start number two at 4.13, finish at 4.26.45; number three, 4.27, finish at 4.41; start the fourth, 4.41.15, finish, 4.58.30; start the fifth, 4.58.45, finish, 5.15.30; and not satisfied yet he makes his sixth go at the hill at 5.15.45, and is down at 5.32. Hopping off his wheel he asks about the time, gets into his coat, vaults into the saddle, and asking the boys to try and take him at an easy pace, immediately proceeds to "scorch" them all the way to Oraton Hall, which he reached about 6.20, and was obliged to wait for the rest to come in. The time for the climbing was 1h. 32m. from start to finish. The trips were made in the following time: 12m. 45s., 13m. 45s., 14m., 17m. 15s., 16m. 45s., 16m. 15s. Mr. Wells was as fresh as a daisy at the finish and wanted to raise the record still higher by one or two trips, but was persuaded to let it rest at six.

RATCHET.

W. B. EVERETT & Co. will have a full line of their cycles on exhibition at the L. A. W. meet in Baltimore, at the salesrooms of Messrs. Eisenbrandt Bros., 424 E. Baltimore street and 71 Madison avenue extended.

WOOD WINS AT LEICESTER.

By cable to the Herald.

LONDON, June 9, 1888. There were seven starters in the 25-mile bicycle race for the champion stakes at Leicester to-day. Fred Wood of Leicester won by six inches in 1h. 19m. 30s. Knapp, an American, was second; Crocker, also an American, and three others fell in a heap, but none of them was seriously injured.

THE AGED MEN'S RACE.

UP to going to press we have only one entry for this race. We have decided therefore to place the affair in the hands of our representatives, Messrs. H. Crowther, Carrolton House, and N. L. Collamer, Baltimore Cycle Club House, with instructions to act as they deem best, requiring, however, at least three starters. The preliminaries and details will be entirely in their hands, the only restrictions being that starters must be 45 years of age, or more; that road machines only, of any type, must be used. The distance we will leave to our representatives. The prize will be a handsome gold and enamel medal for the winner.

RACING AT LANCASTER, PA.

BELOW we give results of the races at Lancaster, Pa., held June 9: One-mile open to all—First, E. I. Halsted, Philadelphia; second, W. I. Wilhelm, Reading. Time, 2.52.

Three-mile club team race—The Reading, Wilmington (Del.), Pottstown and Lancaster Clubs competed. Reading won by a score of 21 points, with the Wilmington Club second, with 15 points. Wilhelm, of the Reading team, crossed the line first every lap. Time, 10.26.

One-mile Lancaster Club—First, D. H. Miller; second, W. A. Reist. Time, 3.09.

Half-mile one-legged race—First, E. I. Halsted. Time, 1.47.

Two-mile novice—First, G. F. Kahler; second, W. Schroeder. Time, 6.33.

Half-mile State championship—First, E. I. Halsted, Philadelphia; second, C. B. Keen; third, W. I. Wilhelm. Time, 1.20. Wilhelm's claim of foul on Halsted was not allowed.

Three-mile lap race—First, E. I. Halsted; second, W. Lamb; third, F. M. Dampman. Time, 3.09.

WE INTERVIEW COREY.

MR. H. D. COREY gave us a call the other day, and we at once button-holed him, and put several leading questions to him in regard to the business generally, the Buffalo tournament, and other matters of interest. He said:

"Although the bicycle trade is booming all over the country, I find the feeling more pronounced in the West than in the East, and it is safe to say that this will be the banner year of cycling. The enameled machine is used almost entirely, but was surprised to find certain sections where the riders still cling to the nickel.

Great interest is being felt in the Rover type safety, but no more probably than was evinced in the Kangaroo, when they first were placed on the market. When this safety has been tested in comparison with the ordinary, riders can then determine which they like best. It is safe to say that there will be much trade done in both kinds, although the safeties are selling more to the elderly riders and professional men, such as lawyers, clergymen, physicians, etc., who put it in practical use not attainable by the ordinary. More and more interest is being felt in tricycles and tandems, but this comes from cities situated in the vicinity of good roads.

Chicago was a great surprise to me, for I never saw a city that was waking up so to cycling. I can remember two or three years ago in talking it over with some of my fellow competitors that very few machines were sold in that city, but now there are over three thousand wheelmen within a radius of ten miles of Chicago. I think they have four clubs, with a membership of over one hundred and fifty, and the good roads and the many fine facilities for wheeling which Chicago affords, is bringing a great many "converts" into the ranks of cyclists.

From all that I could gather as to the trade in Chicago, I understood Gormully & Jeffery and the Victor people, and in fact all makers and dealers were doing prosperous business, and as for my firm, we had forty-seven Columbia entries out of the seventy-one starters, which tells its own story for our machine. I'll venture to say that Chicago will be one of the largest if not the largest wheeling city in the United States before many years, as its natural advantages tend to make any one wish to ride if he has the slightest inclination.

On my way home, I stopped at Buffalo to see Henry E. Ducker,

and glad I was to see the "Barnum" of cycling. To all those who know Ducker's history since he has been connected with cycling and the many difficulties which he has so ably surmounted in managing the Springfield meets, one could not help but rejoice with him should he see him in his new position. Mr. Ducker left Springfield to become connected with the firm of Messrs. Gies & Co., one of the largest printing establishments in the country, and he had not long been in Buffalo before he was convinced of the advantages the city presented for the holding of a tournament and the building up of the sport. To this end he applied himself, until the managers of the International Fair invited him to take the entire charge of what will probably be the greatest tournament that was ever held in the world.

I took great pleasure in going through Mr. Ducker's offices, which were fitted with every facility for presenting his work; I can see nothing before him but success. The tournament takes place, I believe, from the 4th to the 7th or 8th of September, and although I am not allowed to state all the many attractions that are promised, still I can venture to say that we shall probably see some of our "English cousins who know how to ride pitted against our American riders, including Rowe and Howell.

The roads along Lake Erie are very fine; a party of my friends having ridden up from Erie, a distance of over one hundred miles, in something like nine hours. Although the tournament has only started, it is probable that the Division Meet will be held at that time, and the united energies of the clubs will be swung in its favor. Personally speaking, I am glad that Mr. Ducker has a chance to show his ability and feel that he will be cordially supported by both the wheelmen and the trade. To the riders who do not attend the League meet and who wish to put in some time in the fall and at the season when wheeling is at its best, I should earnestly advise them by all means to go to the Buffalo Tournament.

Probably Mr. Corey has travelled as much as any one over the country, and in his capacity as Superintendent of the Pope Co.'s agents, he has carefully kept account of the distance he has traversed, which amounts to over 14,000 miles from the first of January up to the first of June.

MR. WELLS DOES NOT USE "EXTENSION LEVERS."

Editor *Bicycling World*: The statement in the last issue of your paper that the machine on which I do my hill-climbing has "extension levers" is utterly false and misleading, and I am inclined to believe that some one has wilfully misinformed you on this point. My machine is a 45-inch, and the levers are exactly similar to those put on all '88 pattern 48-inch Stars. These levers are necessary to enable me to take a full stroke without hitting my heel against the ratchet box or step. My levers are just 24 1-2 inches long, while the levers on all the 45 stock machines at Strong & Green's, measure 23 1-2 inches—a proportionate difference less than that between 5 3-4 and 6 inch cranks on an ordinary bicycle. There is no "extension" contrivance to them whatever, or any adjustment other than the power and speed hooks found on all Star levers.

Not to make comparisons between different makes, I consider my machine to be the best all-around road wheel of any Star I have ever seen, and I have always been able to keep up with the procession with it on the road. Mr. Percy M. Harris, travelling agent for the Springfield Roadster and champion road rider of the New York Bicycle Club, asserted while I was climbing Eagle Rock last Thursday, that my machine was made especially for hill-climbing and could not develop any speed on the road. In riding back from the hill to Newark, Messrs. Harris and Walters tried their best to do each other up, and although I am not in the habit of climbing Eagle Rock six times as a preliminary to a road race, I kept near enough to them to enjoy the fun, and was the first man to reach Newark. Messrs. Collins and Walker, who arrived some five minutes later, can testify that the pace was not a slow one.

I have given Mr. Shurman full credit for his wonderful hill-climbing performances, and have said nothing in regard to the gear of his wheel, although it is the general impression here that his wheel is geared far below what he claims. The speed which he did not show on the Orange roads Decoration Day, and the ease with which he was passed by those who tried a spurt with him, indicate a very low gear or a surprising disinclination to stand a test of speed. I acknowledge that my machine was made to order for me, but so are all the different machines that I ride, and I fail to see why a man who is able to tell a manufacturer how a machine should be built to enable him to get the best results from it should receive less credit for what what he is able to accomplish.

I made an offer early in the season, which still holds good, to loan my machine to any one who wishes to beat my records on it.

Yours truly,

JNO. A. WELLS.

SAN FRANCISCO GOES FOR A RECORD RIDE AND

REPLIES TO "1874."

Editor *Bicycling World*:—We made the trip to San Jose against time last Saturday afternoon as I had told you we would—a trio of those who were on the much discussed run of Feb. 25th. I append a summary of the evidence, which is signed by the different parties along the route, and is in our possession:

Places.	Mathews.		Austin, Jr.		Brewster.	
	Arr.	Lve.	Arr.	Lve.	Arr.	Lve.
Fruit Vale,	-	2.54	-	2.54	-	2.54
Centreville,	-	4.21	4.23	4.55	4.33	4.55
Milpitas,	-	*	5.47	5.54	5.47	5.54
St. James Hotel,	-	-	-	-	-	-
San Jose,	-	5.45	6.27	-	6.27	-
Total time,	-	2.51	3.33	-	3.33	-
Stop, -	-	.07	.39	-	.29	-

Actual riding time, 2.44 2.54 3.04†
 * Three-minute stop at spring for water. † Includes time lost by header, which was some 6 or 7 minutes.

Mathews stopped at Centreville more for the signature of Mr. Gregory than any other reason, and just beyond Milpitas for a drink of water at a spring. His riding was great, as some of the road was very bad, especially his time of twenty-five minutes from Milpitas into San Jose, where the road is somewhat soft and rutty, and is known as seven miles. He now holds the record for this run, as it beats it some sixteen or seventeen minutes. Austin arrived at Centreville two minutes behind Mathews, and waited for me to come up, and from there we travelled in company to San Jose. The understanding was, that should any one man take a header or be otherwise disabled, the rest were not to stop at all for him. I was in a great hurry to dismount just as I was entering Mt. Eden, with the results of a broken luggage carrier, a bad shaking up and a couple of skinned arms. I lost some sixteen or seventeen minutes picking myself and my machine together before I was under way again, and just after the Alvarado Bridge the shaking up told on me and nearly used me up. At Centreville after a strong lemonade and a little bread I was O. K. again, and got through without any more trouble. We all hold documentary evidence of the times as in the summary preceding, which same can be easily substantiated by any doubting Thomases, such as the run of Feb. 25th called forth. I am yours truly,

C. UNION BREWSTER, 15.377.

Messrs. Austin and Mathews have desired to affix their signatures to this, as certifying to its correctness in every detail.

H. A. MATHEWS, 12.591.

B. C. AUSTIN, JR., 12.847.

C. U. BREWSTER, 15.377.

FROM THE SAME SOURCE.

And now a few words as to the run of Feb. 25th, published March 23d. I have to correct the statement of the distance to Centreville, as it is erroneous. The Captain was in a hurry, and took the distance out of the road book, which measure is from the Oakland Mole and not from Fruit Vale, which is a little over twenty-one miles, and the time was 1.30.

The comments on this run have not been very pleasant reading, on account of the slurs cast upon the veracity of the men participating in the trip, but our principal objections to the article of May 11, which is additionally hard, coming as it must from one of the wheelmen in our own town, and it is to him I will reply. I do not know who "1874" is. He finishes up his article by saying: "We haven't got such a thing as a 'club liar' out here; the members got it individually it seems, and evidently it is a blooming success." In this he is correct, as his own article will show, for he speaks of Elwell as being the fastest man on the coast. I will only state that the San Francisco's "flyer" is W. G. Davis, and that on a trial to see if he had actually beaten their man in a race meet a week or so before, he settled the question by leaving him further behind than he did at the games. This same S. F. flyer is now the holder of 4 or 5 championship medals, all of which comprise some 40 per cent. of the championships, which have been contested on the coast. At the last Division Meet he captured the 1-2 and 1-mile championships and holds the records for 1-2, 1 and 5 mile."

He then speaks of our man, Larzelere, not being able a year ago to beat Elwell, but fails to state that Larzelere took two headers on the track at Santa Cruz.

"1874" spent 2h. 15m. in going over the course to Centreville, and would be willing to bet that there are not 7 men in the S. F.s who could keep up with him. On Sunday, May 20, I took one of our new men, who had only been on a wheel some 1 1-2 months,

over that course in 1h. 42m., and did not wear him out either. Asking you to please let me have this space in your columns, both in justice to myself and club, I am, yours truly,

C. UNION BREWSTER, 15.377.

MORE ABOUT THE GREAT PATENT SUITS.

IN our issue of June 1st we printed a communication from Gormully & Jeffery Mfg. Co. on the Duryea patent suits. In that communication they refer to certain clippings; we now are in possession of those clippings, and we are requested by the Gormully & Jeffery Mfg. Co. to print same, as these clippings are necessary to make that communication in June 1 issue perfectly clear.

"Coburn and Thatcher, representing the Pope Manufacturing Company in a suit of infringement of patent brought by the Gormully & Jeffery Manufacturing Company, propose to test the law enacted by the last Congress to reduce the business of United States Courts in large cities. They made a special appearance in the case yesterday for the purpose of appearing Monday to argue a motion to dismiss the case for want of jurisdiction on the part of the United States Court for this district. The point at issue will be, 'What constitutes service on a foreign corporation?' The old statute provided: 'And no courts against any person on any original process or proceeding in any other district than that whereof he is an inhabitant or in which he shall be found at the time of serving such process or commencing such proceedings.' The statute is the same as the old one except that the clause commencing 'or in which he shall be found' is omitted. In the case of a resident of Illinois against the East St. Louis Dressed Beef Company, some years ago, Judge Drummond held that while the defendant was a resident of the State of Missouri service could be had on it in the Southern District of Illinois because it had crossed the river and opened an office and place of business at East St. Louis, Ill., or in other words that it had been 'found' in this State. The rulings of Judge Drummond's became the accepted law of the country, and the result has been that corporations which had agencies or offices at the great commercial centres have been sued there instead of at the place of residence. Mr. Coburn said: 'There are marble companies way down in Maine, for example, that have their agents here, and it has been the custom to get service on them through their agents. This sort of practice has crowded the Chicago Courts with cases which should be in the subordinate districts. The point has not been raised here, but I understand it has been in New York, and that Judge Wallace held it good. If it prevails here it will greatly relieve the Chicago courts, because of the defendants on record there are institutions located in the out-districts of the other States.'"

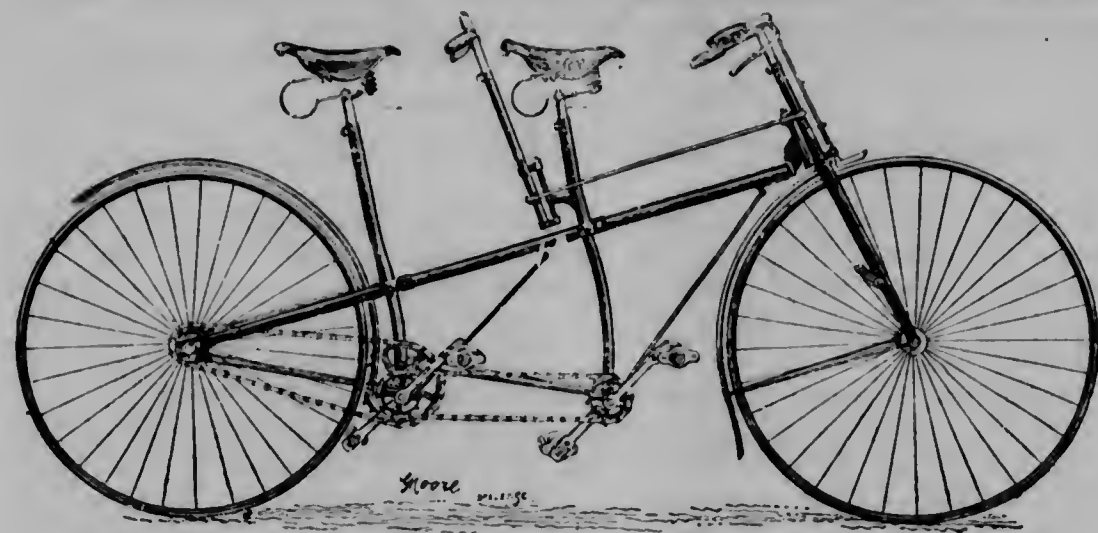
Chicago Tribune.

"The question of the jurisdiction of the United States Circuit Court in patent cases, as modified by the act of Congress passed in March, 1877, was decided by Judge Blodgett, in the case of Gormully & Jeffery Manufacturing Company vs. the Pope Manufacturing Company, which will materially change the practice as to the location where suits can be brought to recover for the infringement of letters patent. The statute in force prior to March, 1887, regulating the jurisdiction of the United States courts, gave the courts jurisdiction in civil suits brought against any person in the district whereof he was an inhabitant, or in which he was found at the time of commencing such suit. It has been held by the various courts that a foreign corporation doing business by an agent at the place where it was sued, was found at that place, and the court would take jurisdiction of all such cases under the latter clause of this statute. Corporations incorporated under the laws of other States could be sued for the infringement of patents in the United States Circuit Court here, if they were doing business here through an agent or otherwise, because it was held that they were found here.

The statute of March 3, 1887, omitted the clause, 'or in which he shall be found' and the Court dismissed the bill in the above entitled cause for the want of jurisdiction, on motion of the defendant's solicitors, because the bill declared that the defendant corporation was incorporated under the laws of the State of Connecticut, and although it was doing business here, it was not an inhabitant of the Northern District of Illinois, and the court, under the present statute, does not have jurisdiction by reason of the fact that a corporation or citizen of another State may be found in this district.

There is a provision in the statute of March 3, 1887, giving the United States Court jurisdiction in actions brought where either the plaintiff or defendant resides in cases where the jurisdiction is founded only on the fact that the action is between citizens of different States. This, the Court held, does not apply to actions brought under the patent laws, or when the jurisdiction is not founded solely on the fact that the parties are citizens of different States. Messrs. Coburn and Thatcher supported the motion, and Offield and Towle opposed it."—*Inter-Ocean*.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.



THE IVEL TANDEM SAFETY.

AN invitation from Wm. Read & Son to come down and see the first Ivel tandem safety to appear in this country caused us to at once repair to No. 107 Washington St. "It is the first in, and we are going to ship to-night," said Mr. Atwell. Seeing that it was the first safety tandem we had seen we naturally were much interested. It is claimed that it steers better than a single safety, and can be easily mounted and dismounted. Both riders steer, and it can be ridden by one rider alone in its double form. It is also made convertible in a few minutes into an ordinary "Ivel" safety, extra being charged for joints, etc.; and by the addition of their patent wheels and axle can be converted into an "Ivel" tricycle, and also an "Ivel" tandem for additional cost, thus giving four machines for the sum of about \$500.00.



THE SPECIAL SPARKBROOK.

THE above machine made from designs by and specially for Mr. L. H. Johnson, of Orange, N. J., is one that is fast growing into popularity. Until recently the Special Sparkbrook has had but a comparatively local reputation, but so excellent have been found the qualities of this machine that now the demand for it and the sale all over the country have largely increased. The machine is a specially light one, a 50-inch, with "all on," weighing only 38lb. Judging from the testimonials we have seen, and the specification we give below, we can safely say that the Special Sparkbrook has established itself among the high grade light roadsters, and will from this on have a steadily increasing demand.

BACKBONE is of finest weldless steel tube, 1 1/2 inches in diameter, (much larger than represented by the cut above) of round section.

FRONT FORKS are also of best weldless steel tube, with rounded edges, width at upper end and middle, one and eleven-sixteenths inches, lower end one and one-eighth inches.

REAR FORKS are of semi-tubular pattern, of broad and deep section and are of a superior quality of steel.

RIMS are hollow, of the celebrated Warwick make, of deep section and closely rolled edges.

SPOKES, 72 to front and 24 to rear wheel, are of special steel wire of unsurpassed toughness. Each spoke is headed under the hub-flange, which is also of steel, passes straight through, and drawing at a true tangent to the periphery of the hub, screws into a neat nipple in the rim. Each spoke crosses eight others, and is wired and brazed twice, making a wheel so rigid as to be practically solid. There is no transverse bend to spokes.

BEARINGS are the famous Bown's Aeolus Single Ball to both wheels and pedals.

STEERING HEAD is of Ball-Bearing pattern, having a circle of adjustable steel balls at both upper and lower centres.

HANDLE-BAR is of weldless steel tapered tubing, and is firmly brazed through a steel lug which encircles the head. This lug fits accurately on a tapered hexagon and is securely fastened by the upper centre lock-nut screwing down upon it. To remove the handle-bar, all that is necessary is to unscrew the lock-nut, a slight tap loosening the lug and bar.

HANDLES are of black Buffalo horn, which cannot be broken by falls, and are of the "T" shape, large and comfortable.

TIRES are of pure Para rubber of great elasticity, 7-8 front and 3-4 back wheel.

CRANKS are detachable, firmly secured with a round tapered key of the hardest steel and a lock-nut, and are of 5 to 6 inches throw.

PEDALS, Bown and square rubber.

STEP is adjustable and detachable.

SADDLE is the well-known Anglo-American, invented by an American cyclist and manufactured for us by Lamplugh & Brown. We will furnish any other saddle the purchaser may desire, in exchange, if dissatisfied after a week's trial.

FINISH, usual standard, nickel and enamel.

WEIGHT of a 50-inch, complete with saddle and pedals, 38 lbs.

WARRANT. Mr. Johnson warrants The Special Sparkbrook to be free from imperfections in material or manufacture, and will replace, without expense, any article containing defects not caused by use, misuse or neglect.

PRICE for 48-inch, \$122.50; for 58-inch, \$135.00.

NED OLIVER will be in Baltimore to represent his firm, Gormully & Jeffery Mfg. Co.

WM. READ & SONS have placed a second order for the New Mail, the first lot having been disposed of, although the original order was supposed to be enough to supply the demand for the whole season. This speaks volumes for the popularity of the New Mail.

We were favored with a call from Mr. T. F. Ryan, of the St. Nicholas Mfg. Co. of Chicago, last week. He reports business rushing for his firm, their high grade machine, the "National," selling fast. The boy's rear-driving safety, the Electric, is also proving very popular, this machine now being made in two sizes, 20 and 24 inch wheels.

MR. PERKINS, the representative of Holmes & Co., will be found at his quarters at the Carrollton after Friday, the 15th, till the end of the meet, and will be pleased to see all wheelmen and show them his line of knit goods. By all means call on Mr. Perkins, and also refer to Holmes & Co.'s advertisement.

G. M. WORDEN, the Boston bicyclist, who participated in the hill-climbing contest at Portland last week, climbed Nason's Hill Wednesday, at Biddford, one of the steepest and roughest hills in that part of the State. The grade is one foot in seven, and the hill is 630 feet long. It had never before been ascended by a bicycle, and only once descended. Worden rode a Springfield Roadster.

TUESDAY, May 29, Mr. A. M. Hill in a practice trial broke the Southern five-mile record (16.48) and rode the distance in 16.19 1-2. To-day he will make the attempt to repeat his performance before the proper officers so as to secure a properly constituted record. Mr. Hill rides a 53-inch Columbia Light Roadster.

THE finest lot of cycling shirts ever seen together was shown a WORLD correspondent at Howard A. Smith & Co.'s Newark store a few days ago. They comprise all colors imaginable, and can be had in any size or style. What is of more real interest to cyclistdom is the fact that the firm has made an arrangement by which they can furnish these superior goods at a price far below any other house in the trade. In the matter of sundries, Mr. Smith says that the advertisements in the BICYCLING WORLD have doubled his sales since May 20. The firm has just put in a line of stockings which are well worth inspection.

To L. A. W. Members.

IMPORTANT ANNOUNCEMENT.

A Tandem Tricycle,	-	-	-	-	1 Dollar.
A Splendid Tricycle,	-	-	-	-	Dollar.
A Modern Bicycle,	-	-	-	-	Dollar.
A Safety Bicycle,	-	-	-	-	Dollar.

Or 11 Machines for 10 Dollars.

In order to make the June meet in Baltimore, the most enjoyable and successful in the history of the League, and to raise a fund for the proper entertainment of those who attend, the Finance Committee of the Maryland Division, cordially invites all who feel inclined to do so to subscribe to this fund in *any sum* from \$1.00 to \$100.00.

While feeling assured that the pleasure of aiding financially in entertaining their brethren of the League will be sufficient compensation for many who will subscribe, still the Finance Committee propose to

REWARD THE LIBERALITY OF SUBSCRIBERS

by offering the following list of prizes to those who contribute to the fund:

1st Prize	No. 15	Quadrant Tandem, value,	\$250.00	8th Prize	New Rapid Lt. Roadster Bicycle, val.	135.00
2d "	No. 15	" " " "	250.00	9th "	New Rapid Safety Bicycle, value,	135.00
3d "	No. 14	Ladies' Quadrant Tricycle, val.	175.00	10th "	New Rapid Roadster Bicycle, "	135.00
4th "	No. 8	Quadrant Tricycle,	175.00	11th "	New Rapid Safety Bicycle, "	135.00
5th "		New Rapid Safety Bicycle,	135.00	12th "	New Rapid Lt. Roadster Bicycle, val.	135.00
6th "		New Rapid Roadster Bicycle,	135.00			
7th "		New Rapid Safety Bicycle,	135.00			\$1930.00

Winners of Roadster or Light Roadster Bicycles will be supplied with machines of suitable size, and exchanges of style allowed.

PLAN.

For every dollar subscribed the subscriber receives a numbered receipt, and becomes entitled to as many chances as he holds receipts. Thus, those who subscribe one dollar to the fund, stand a chance of securing one of the above-mentioned cycles. Those who subscribe five dollars stand an equal chance of securing five machines and a proportionate better chance of securing one machine.

Those who subscribe ten dollars will be given an extra number, hence will stand a chance of securing eleven machines, or eleven chances of securing one machine.

Should the subscriptions exceed the amount sought to be raised, the committee will add other machines, and as the sole object is to raise funds for the entertainment of the L. A. W. members at the June meet, should the subscriptions not prove adequate, one or more prizes will be withdrawn; but in no event will the value of prizes be less than two-thirds of the total amount of subscriptions.

It is designed that the prizes should be awarded during the meet in Baltimore, and the drawing will take place in the presence of any one who chooses to witness it, and will be conducted by prominent L. A. W. officials in the manner customary to secure fairness. The winning numbers will be published in the cycling papers immediately after the drawing.

Hot Cakes? Well!!! This don't begin to express the way the Boys are sending in their money, Over \$1000 in ten days. They all want to help entertain their fellow L. A. W. members, and beside they want to get one of the above mentioned machines for ONE DOLLAR.

Remittances should be made by P. O. money order, registered letter, or New York draft, with name and address plainly written, to

Under the auspices of the
FINANCE COMMITTEE L. A. W.,
WM. H. BEATTY,
Chairman.

F. W. POPE,
Chairman Entertainment Fund Committee.
P. O. Box 607,
BALTIMORE, Md.



ABBOT BASSETT, Secretary-Editor.

Missouri Appointment.

I have appointed Mr. J. H. Kelly Local Consul for Sedalia and vicinity. Yours truly,
W. M. BREWSTER, C. C.

D. C. Appointment.

I am in receipt of the resignation of Representative Wallace Crossman, who is about to leave the city. I take great pleasure in appointing Mr. Edward A. Demaray of this city as his successor.

Fraternally,
GEO. S. ATWATER, Chief Consul.
Washington, D. C., June 9, 1888.

Attention Indiana Wheelmen!

The Fifth Annual Tour of the Indiana Division, L. A. W., will begin at Indianapolis, July 8th, at 9 A. M., running through Morristown, Rushville, Connersville, Brookville, Harrison, to Cincinnati, arriving at the latter city on July 10th, at 1 P. M., stop over at Cincinnati, July 11th, till 5 P. M., when boat will convey the party to Maysville, Ky., where the tour will be continued a wheel through Blue Lick Springs, Paris to Lexington.

On this pike a "test run" will be held for such members of the party as wish to participate in same. A memorial medal will be presented to each rider who makes the entire distance within a specified time. The limit of time will be suited to "medium fast" road riders, and will be made known before the start. The time made by each competitor coming within the limit, will be engraved on the respective medals.

From Lexington, the route lies through Nicholasville and Pleasant Hill, (a Quaker settlement). An entire day will be spent in this vicinity, as there are many interesting points to be visited, such as High Bridge, Camp Nelson, etc. Thence to Danville, a short stop will be made at the "Gethsemane Abbey," the only institution of its kind in America. From New Hope the journey continues to Bardonia and Louisville, ending at the latter city on July 15th at 2 P. M. The stop of one and one-half days at Cincinnati will give the tourists ample time to view the great "Centennial Exposition," as well as the many other interesting sights with which the Queen city abounds.

Wheelmen who are not L. A. W. members, are at all times welcome to join us, but "only L. A. W." members will be entitled to any rebate at hotels, etc.

It is expected that the entire expense to each member of the party can be limited to \$20.00.

Those who intend taking part in this tour, are requested to send their names to the Chief Consul "no later" than June 27th. Applications received later than this date "cannot" be guaranteed accommodations at hotels, etc.

No other than "cycle" costume should be worn during the tour. "Be sure" to bring your L. A. W. membership ticket with you.

Circulars giving further particulars will be mailed on application to
J. FRED. PROBST,
Chief Consul, Indiana Division, L. A. W.
Terre Haute, June 4th, 1888.

Officer's Proxies.

Those who hold proxies for use at the meeting of the Board of Officers at Baltimore should hand them to me as early as it is possible for them to. It is very probable that, following a precedent established at former meetings, the President will appoint a committee on credentials before the day of the meeting, and this committee can do much of its work before the hour of the assembling if I can place the proxies with them on the day preceding or the early morning of the 18th.

ABBOT BASSETT, Secretary-Editor.

Club Proxies at Baltimore.

Those who hold club proxies at Baltimore will expedite affairs by sending them to me as soon after their arrival in the city as is possible. They may be addressed to me and left at League headquarters at the Carrollton, or at the clerk's desk, same hotel. Don't wait for the opening of the Convention before handing in proxies.

ABBOT BASSETT, Secretary-Editor.

Maryland Appointment.

Mr. L. P. Smith is hereby appointed Local Consul at Hyattsville, Md.
A. E. MEALY, C. C. Maryland Division.

To the Maryland Division.

All members of the Division are requested to report at the Carrollton Hotel, Baltimore, which will be League Headquarters, on Sunday, June 17, and there register, and receive the necessary credentials admitting them to the different entertainments during the Meet. No tickets or badges will be given out except on presentation of League tickets, and under no circumstances will tickets for the excursion be distributed at the wharf. Report as early as possible, so as not to interfere with the guests who will arrive on that day.

Parade.

Captains of the various clubs throughout the State will report at the Chief Marshal's office, Northwest corner North and Charles street avenue, promptly on Tuesday, June 19, at 8.30 A. M. Until the position is assigned this division in the regular line of parade, it will form on the south side of North avenue, resting on Guilford avenue, in the following order: Maryland Bicycle Club, Baltimore Cycle Club, Rambler Cycle Club, Hagerstown Bicycle Club, Cycling Ramblers of Westminster, Centaur Cycle Club of Baltimore, Patapsco Wheelmen of Ellicott City, Chesapeake Cycle Club of Baltimore, and Linden Bicycle Club of Baltimore. The unattached members of the Maryland Division will report on the south side of North avenue, between St. Paul and Charles streets. It is very necessary that all clubs and unattached members be on the grounds promptly at the above hour, with full ranks, and uniforms in presentable condition. No member will be allowed in position in line unless in full bicycle uniform. Fraternally,
A. E. MEALY, C. C. Md. Div.

League Tour.

The tendency towards independent and club tours to the League Meet in Baltimore has influenced me to believe it practicable to annual all arrangements incident to the Annual League Tour of 1888 and inaugurate a more protracted annual tour later in the season.
W. S. BOMBERGER, Tourmaster.

Illinois Official Matters.

Committees for Fifth Annual Meet will be arranged as follows:

General Committee.

Chas. Hansel, chairman; T. F. Sheridan, G. N. Krieger, M. D., W. S. Reed; E. S. Bennes, A. E. Prince, M. D., A. A. Billingsley. This committee will have full charge of all matters tending to the management of the Meet.

Finance Committee.

E. S. Bennes, chairman; S. M. Clarke, T. Conell, A. W. Wallace, Lewis Sinter, Samuel Willett.

Reception and Printing Committee.

T. F. Sheridan, chairman; L. H. Miner, Dr. A. E. Prince, A. S. Sherwood, S. M. Clarke, A. A. Billingsley, J. P. Fogarty, E. Roberts, W. S. Reed, Wm. Henkle, L. Sinter. Any information regarding the Meet can be had of the chairman of this committee.

Entertainment Committee.

Dr. G. N. Krieger, chairman; A. W. Beaton, Chas. Hansel, L. H. Miner, H. G. Ridgley, J. F. Cadwallader.

Tours and Runs Committees.

W. S. Reed, chairman; W. B. Mallett, Henry Smith, A. W. Beaton, A. T. Westlake, Chas. McConnell.

Transportation.

Dr. A. E. Prince, chairman; E. Stanton, W. B. Mallett, Chas. Hansel, Springfield; B. B. Ayres, Chicago. Address B. B. Ayres, 112 Clark street, Chicago, for information regarding route, rates, etc.

Parades.

It shall be the duty of the resident members of this committee to confer with the citizen's committee, and to arrange as to the position in the parade which the wheelmen will take, when it will start, what the route will be, etc., etc.

To arrange with the members without the city, upon their arrival, as to the general plan of our part of the parade, including fancy movements, (if advisable) signals, buglers, etc., etc. And to obtain for the wheelmen the freedom of the city for the 3d, 4th and 5th of July.

Parade Committee.

A. A. Billingsley, chairman, Springfield; N. H. Van Sicklen, Marshall, Chicago; B. B. Ayres, aid, Chicago; W. A. Davis, aid, Chicago; A. A. Taylor, aid, Chicago; R. B. White, aid, Quincy; O. W. Moore, aid, Monticello; C. F. Vail, aid, Peoria; S. M.

Clark and W. Birt, aids, Springfield; Edwin Oliver, bugler, Chicago.
N. H. VAN SICKLEN, Chief Consul.
Chicago, June 6, 1888.

Notice to Iowa Division.

The resignation of Mr. O. A. Ward our Vice-Consul having been received is hereby accepted, and Mr. C. W. Dibble, of Osceola, appointed to this office until the next general election.

The following is a list of Consuls and hotels for this year:

Cambridge, No. 2. H. N. Sillman.
Cedar Falls, No. 3. Will H. Merner, Commercial Hotel, regular rate \$2.00, L. A. W., \$1.50.
Cedar Rapids, No. 4. A. H. Waite.
Centerville, No. 5. J. A. Campbell.
Clinton, No. 6. J. R. Koetter, Revere House, regular rate, \$2.00.
Council Bluffs, No. 7. F. Cook.
Creston, No. 8. E. D. Arnold, Summit House, \$2.00.
Davenport, No. 9. L. Haussen, Jr.
Des Moines, No. 10. W. Seymour.
Dunlap, No. 11. L. A. Sherman.
Fairfield, No. 12. B. S. McElhinny.
Fort Madison, No. 13. Albert Doerr.
Fort Dodge, No. 14. F. A. Kenyon, Hotel Duncombe, \$2.00.
Grinnell, No. 15. O. F. Emerson, Chapin House.
Hampton, No. 16. J. S. Raymond.
Humboldt, No. 17. H. H. Perkins, Russell House, regular rate \$2.00, L. A. W., \$1.50.
Indianola, No. 18. F. Schooley, Madison House, regular rate \$2.00, L. A. W., \$1.50.
Iowa Falls, No. 19. L. E. Jones, Jones Hotel, regular rate \$2.00, L. A. W., \$1.50.
Jefferson, No. 20. W. M. Ferguson.
Le Mars, No. 21. C. L. Von Berg, Jr., Union Hotel.
Mt. Airy, No. 22. D. L. McConughy, Ellis House, regular rate \$2.00, L. A. W., \$1.50.
Mt. Pleasant, No. 24. W. Bartlett, Harlan House, regular rate \$2.00, L. A. W., \$1.50.
Muscatine, No. 25. Ad. Reuling.
Osceola, No. 26. C. W. Dibble, Howes Hotel, regular rate \$2.00, L. A. W., \$1.50.
Ottumwa, No. 27. Thos. Fallister.
Prairie City, No. 28. H. C. Ward, Central House, regular rate, \$1.50, L. A. W.
Sioux City, No. 29. F. A. Luce.
Summittsville, No. 30. J. F. Fry.
Winterset, No. 31. C. D. Howell.
Williamsburg, No. 32. H. E. Hull, Commercial Hotel.
Webster City, No. 33. G. W. Teed, Willson Hotel, regular rate, \$2.00, L. A. W., \$1.50.
Washington, No. 34. C. R. Daugherty, Bryson House.

Dubuque, No. 35. F. B. Eckert.
Standing Committees. Racing—J. A. Pallister, chairman, Ottumwa; T. O. Farwell, Dubuque; L. A. Sherman, Dunlap.
Ridgely and Privileges—Alfred Grundy, chairman, Cedar Falls; W. H. Knowles, Humboldt; R. M. Bixby, Council Bluffs.
Committee on New Constitution and By-Laws, to report at next meeting—J. F. Rall, chairman, Cedar Rapids; H. B. Cropper, Cedar Falls; L. E. Jones, Iowa Falls.

The Fall Meet of this Division will be in Grinnell some time in July, the two days preceding the tour, dates to be announced later.

Fraternally,
ROBT. L. THOMPSON, C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 143—Total 120—10,118.

BOSTON, June 15th, 1888.

CALIFORNIA DIVISION—2—345.

Unattached.

19352 Magee, Chester L., 1169 6th st., San Diego
19359 Harrigan, J. J., Station D., San Francisco

CONNECTICUT DIVISION—2—419.

Rambling Wheelmen.

19353 Reed, Chas. A., 292 Stratford ave., Bridgeport
Unattached.

19258 Davis, Wm. J., 71 Elm st., Hartford

DELAWARE DIVISION—1—41.

Unattached.

19258 Wendell, Chas. A., 911 Hazlett st., Wilmington

DISTRICT OF COLUMBIA DIVISION—3—108.

Washington Cycle.

19289 Britton, Martin, 815 15th st., N. W. Washington
Unattached.

19361 Fussell, Frank, 1425 N. Y. ave., "
19366 Shuster, Edward Henry, U. S. Geological Survey, Washington

ILLINOIS DIVISION—7—588.

Canton Bi. Club.

19292 Ross, J. W., Canton

Jacksonville Wheelmen.

19354 Woods, Irving, Jacksonville

Unattached.

19371 Sackett, Mark W., Leland Hotel, Chicago
19367 Hansel, Chas., Springfield

19368 Kreider, Dr. Geo. N., "
19369 Robinson, Chas. H., 112 No. 5th st., "
19370 Williams, Albert H., cor. 2d and Wash., "

IOWA DIVISION—2—126.

Dubuque Wheelmen.

19335 Pierson, Grant, 792 Main st., Dubuque
Unattached.

19310 Ross, Grant, Mt. Airy

KANSAS DIVISION—3—128.

Leavenworth Co. Wheelmen.

19355 Seckler, John, Jr., Leavenworth

Topeka Wheelmen.

19336 Mulvane, Austin, 713 Kansas ave., Topeka
Unattached.

19356 Williams, E. L., McPherson

KENTUCKY DIVISION—1—74.

Unattached.

19311 Ferguson, L. B., Box 73, Louisa

MAINE DIVISION—1—114.

Unattached.

19293 Jackson, W. B., Deering

MARYLAND DIVISION—16—393.

Centaur Cycle Club.

19276 Pillings, J. H., N. W. cor. Exeter and Grandby, Baltimore

19277 Wagner, Fred H., S. E. cor. Madison and Eden, Baltimore

Cycling Ramblers.

19312 Reese, Wm. D., Westminster

19331 Roach, Lewis B., Hagerstown

19313 Smith, Howard A., 1103 Mosher st., Baltimore

19290 Conley, Wm. L., Tennallytown

19291 Willard, E. K., "
Unattached.

19346 Berry, J. H., 40 Sharp st., Baltimore

19278 Eisenbrandt, Mrs. Chas. R., 2204 McCulloh st., Baltimore

19347 Favre, Auguste, Pres. Office, B. & O. R.R. Co., Baltimore

19357 Keeler, Geo. T., 1906 Park ave., "
19294 Kendall, Wm., 222 Light st., "
19337 Kelso, J. Russell, 21 S. Howard st., "
19348 Mealy, Mrs. A. E., 517 Arlington ave., "
19314 Stow, Howard L., 530 N. Calhoun st., "
19349 Worthington, Mrs. Annie F., 817 No. Carey st., Baltimore

MASSACHUSETTS DIVISION—18—1115.

Hyde Park Ramblers.

19315 Allen, Ernest A., Box 103, Norwood

Hyde Park

19321 Avery, Albert E., Box 1201, "
19318 Bass, Arthur C., "
19319 Barnes, J. L., Box 925, "
19316 Frost, Edward, Box 579, "
19320 Hussey, Peter M., Box 449, "
19317 Oakes, Wm., "
Jamaica Cycle Club.

19358 Shaw, Bert M., 27 Seaverns ave., Jamaica Plain

Rovers Cycle Club.

19376 Armington, A. G., 24 Aburn st., Charlestown

19377 Libby, F. W., "
Unattached.

19350 Berry, C. F., 39 Court st., Boston

19295 Merrill, Clifton S., 48 Chauncy st., "
19359 Ivie, Charles William, Easthampton

19334 Hodgman, F. S., Highlandville

19323 Russell, Wm. H., 273 Ocean st., Lynn

19322 Perkins, Chas. A., Medford

19304 Crocker, Daniel, Somerville

19305 Massey, Wm., 332 Washington st., Taunton

MICHIGAN DIVISION—18—253.

East Saginaw Bi. Club.

19338 Gardner, Chas. E., 939 N. 5th st., E. Saginaw

Flint Wheelmen.

19274 Kellerman, B. E., 1106 S. Saginaw st., Flint

Port Huron Wheelmen.

19259 Ballentine, D. L., Port Huron

19260 Boyce, Chas. E., "
19261 Dixon, Albert, "
19262 Dixon, Fred J., "
19263 Dixon, Harvey A., "
19264 Dodge, Chas. K., "
19265 Ernst, Geo. L., "
19266 Hayman, Wm. H., "
19267 Hoyt, H. Benj., "
19268 Jenks, Wm. L., "
19269 Nelson, Jas. B., "
19270 Patterson, Jesse D., "
19271 Smith, Jos. W., "
19272 Stevenson, Jos. L., "
19273 Wood, Sheldon A., "
Unattached.

19275 Gillespie, James H., Hancock

MISSOURI DIVISION—4—309.

Mo. Bi. Club.

19372 Vickers, Chas. E., 2642 Olive st., St. Louis

St. Louis Cycle Club.

19339 Tyler, B. W., care of Cont'l Bank, St. Louis

Unattached.

19340 Dillon, A. R., St. Louis & San Fran. Ry. Co., St. Louis

19324 Yule, Wm., 3016 Lucas ave., "
Unattached.

NEW JERSEY DIVISION—6—652.

Oritani Bi. Club.

19279 Hastings, Theodore K., Hackensack

Y. M. C. A. Club.

19297 Allen, Wm. M., 51 Steuben st., E. Orange

19296 Hawley, Dr. S. S., 610 Orange st., Newark

Unattached.

19280 Miller, Herbert B., E. Orange

19281 Penrose, Wm., 27 Halleck st., Princeton

19360 Leigh, W. Connors, "
Unattached.

19305 Henple, O. C., 25 Linden st., Allegheny

19308 Welch, Warren L., 216 E. Chelton st., Germantown

19304 Beam, Geo. R., 1205 Shuckamaxon st., Philadelphia

19306 Henshall, Jno. E., 1205 Shuckamaxon st., Philadelphia

19286 House, H. C., care of S. H. Thompson, Hazlewood, Pittsburg

19307 Justice, Wm. M., Room 21 Jackson Building, Pittsburg

RHODE ISLAND DIVISION—5—216.

Unattached.

19287 Peckham, Archibald M., Newport

19375 Marcroft, Samuel D., 39 Elm st., Pawtucket

19332 Scott, W. A. Montague, 154 Clifford st., Providence

19333 Smith, F. S., 183 No. Main st., "
19374 Godfrey, Chas. E., 55 Broadway, "

WEST VIRGINIA DIVISION—1—29.

Unattached.

19363 Nelly, Edward, Parkersburg

Hill Climbing Extraordinary.

The "STAR" still holds records, and again sustains its reputation as the best and speediest Hill Climber ever made.

LOOK * AT * THIS.

Eagle Rock Hill, Newark, N. J., climbed 6 times without dismounting; Fords Hill, Philadelphia, Pa., climbed 14 times without dismounting.

The above are the records made by Mr. John A. Wells of Philadelphia, Pa., on an ordinary 43-inch Special Pony Star.

WELLS ON TOP.

He Ascends Ford Hill Fourteen Times, Breaking All Previous Records.

When Cycler Shurman, of Boston, came over here and ascended Ford Hill seven times in an hour, thereby breaking John A. Wells' record, he thought he was doing something big. And so he was. But if he supposed that Philadelphia's crack hill climber was going to permit an outsider to wrest away his laurels he was mistaken. With W. W. Johnson as timer and E. A. Richwine, F. M. Johnson, H. L. Hall, F. E. Bechtold and Park Guards Bene and Thy as witnesses, Wells yesterday essayed to again break the record, and he easily succeeded. He made the first nine mounts in 57 minutes, and then kept on until he had made the ascent fourteen times, con-

suming 1 hour, 49 minutes, 30 seconds. The first trip was made in 6 minutes; the second, third, fourth and fifth were done in 6 1-2 minutes each, the sixth in 6 minutes; the seventh, eighth and ninth in 6 1-2 minutes. He then took things easily, the tenth, eleventh, twelfth and thirteenth trips occupying 9 minutes each. The last run was made in 11 1-2 minutes. The Park guards deny that they prevented Mr. Shurman from mounting the hill because of darkness. On the contrary they encouraged him all they could.—*The North American*.

John A. Wells climbed Eagle Rock hill, at Orange, six times without a dismount on Thursday in 90 3-4 minutes. His first three trips were made in less than Shurman's ascents, and he also made the full distance of a mile on each trip, while Shurman climbed only some 4,600 yards.—*The Times*.

FAST, PERFECTLY SAFE, AND THE BEST HILL CLIMBERS.

Catalogues of Star Bicycles Free. Address

H. B. SMITH MACHINE COMPANY,
Smithville, N. J.

SPECIAL.

All Advertisements in this Department 20 cents a line.

VICTORS AND COLUMBIAS cheaper than ever before. Full lines, 45 to 38 inches. Cash or instalments. Discounts to agents. Wheels sent on approval. Let us know just what you need, and we will make the price right. List free. L. H. JOHN-SON, 401 and 403 Main st., Orange, N. J.

ON EASY TIME PAYMENTS.—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

MUST BE SOLD this spring, our entire line of shop-worn and second-hand bicycles, tricycles, safeties and tandems, Columbias, Ridges, Victors, Royal Maills, Harvards, Vales, etc., many as good as new; large assortment; every machine sound, no wrecks; we are selling at less than actual cost; send for price list. W. B. EVERETT & CO., 6 and 8 Berkeley st., Odd Fellows' Building.

FOR SALE.—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

RUBBER Stamps of your name, address, club number and L. A. W. design, 75c. P. P. Gem Linen Marker, with indelible ink pad, name, 15c.; address, 25c.; nickel plated knife stamp, 40c.; midget name and address, 40c. Agents wanted. Cat. free. GEO. E. CARPENTER, Binghamton, N. Y.

BICYCLES AND TRICYCLES.—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES.—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES.—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

WANTED AT ONCE.—Cheap second-hand wheels to sell on commission; rates low and a good market. Correspondence solicited. BAINBRIDGE B. AGENCY, Bainbridge, N. Y.

SPADE HANDLES.—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886.



CARTER'S
Foot Rest,
FOR THE STAR.
For Easy Coasting.

Price, \$1.00. Send to
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Oraton Hall, Newark, N. J.

THE NATIONAL BICYCLE.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20
#2 Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.
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55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

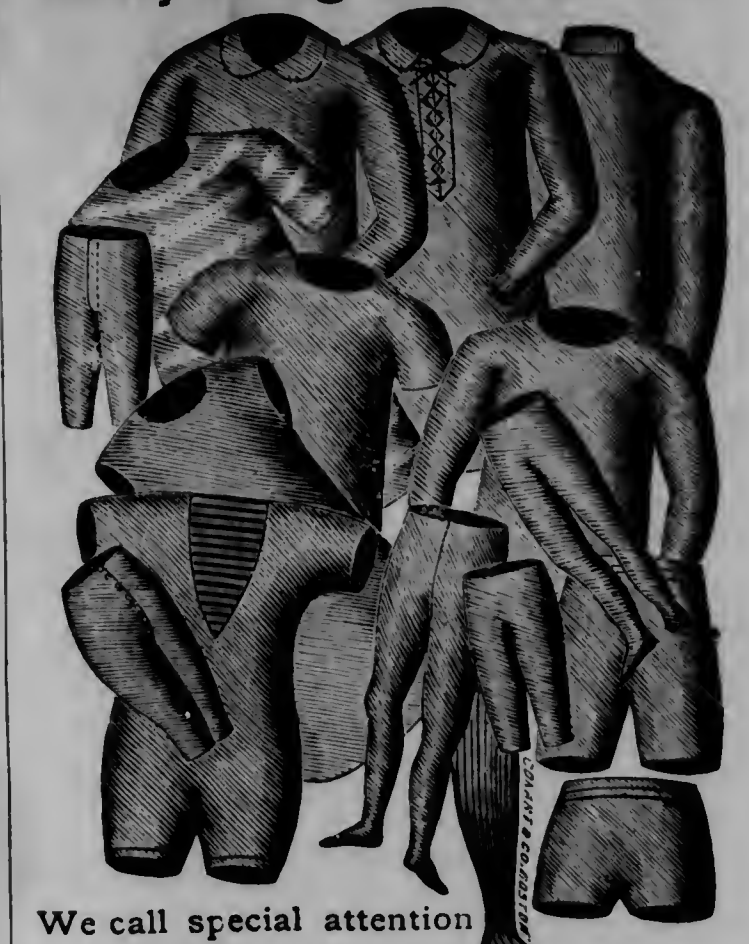
The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

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Philadelphia.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmer and C. W. Nairn. \$2.50 per year, including postage.

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We call special attention of all Athletes to our

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Each Garment in above cut we make in three different qualities.

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Please mention this paper.

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This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

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THE W. C. B. JOCK STRAP.

This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong.

It prevents an ungraceful appearance when the wearer is dressed in tights, or in close-fitting pants. It does not bind or cramp the person at any point, and can be worn all the time with comfort; in fact, the wearer does not feel it.

It can be washed when necessary without becoming stiff and harsh.

The net is made of pure silk, and is properly shaped to hold the parts in a comfortable position close to the body.

All the straps are elastic; no buckles are used; it may be worn next the skin.

PRICE. BY MAIL, 85 CENTS.

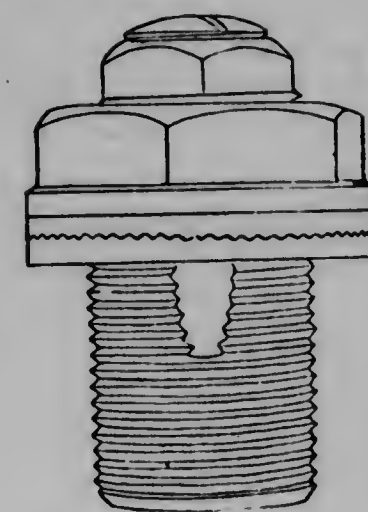
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W. C. BOAK,

Genesee Co., - - Le Roy, N. Y.
#2 Discount to the trade. Mention this paper.

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GOOD

point about the Columbia Light Roadster Head Set Screw is that even the inexperienced wheelman can adjust it immediately and easily by dropping the moveable washer into the fixed one, and once there the screw cannot be moved by the setting of the nut. And still another valuable

POINT

about it is that the screw cannot jar loose.

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WARREN ST., NEW YORK; 291 WABASH AVE., CHICAGO.

THE FAMOUS, STAUNCH, RELIABLE Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

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FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 22 JUNE, 1888.

Volume XVII.
Number 8.



LIST NO. 21.

Second-Hand Bicycles and Tricycles.

We make a Specialty of taking Old Mounts in part payment for new Victors, New Rapids and Mails, Stars, and Springfield Roadsters.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickled. "2" All nickled except rims. "3" Wheels enameled, balance nickled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITIONS.—"1" Slightly used, good as new. "2" Tires show but slight wear, finish and bearings A1. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings good. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

No.	Size	Name	Cost	Finish	Bearings	Conditions
263	55	Rudge Lt. Roadster,	138.75	73.00	4	1 2
264	54	Columbia Expert,	130.00	75.00	4	2 4
265	55	Spldg. Semi-Racer,	140.00	35.00	4	1 4
266	51	Special Star,	160.00	85.00	4	Ball 1
275	48	Victor Roadster,	127.50	85.00	4	1 1
277	52	Special Club,	160.00	100.00	1	1 1
280	51	Special Star,	120.00	70.00	4	Ball 4
285	44	Special Facile,	123.00	60.00	4	1 4
287	52	Columbia Expert,	127.50	72.00	4	1 2
290	52	Victor Roadster,	132.50	82.00	4	1 2
298	39	Otto,	35.00	15.00	5	4 2
301		Quadrant trike No. 8,	185.00	100.00	4	1 1
303	42	Otto Special,	40.00	24.00	5	4 1
305	51	Special Star,	135.00	80.00	3	Ball 2
308	56	Columbia Expert,	132.50	78.00	4	1 2
314	53	Royal Mail,	140.00	88.00	4	1 2
315		Springfield Roadster,	75.00	62.00	4	1 1
327	54	English,	130.00	59.00	4	2 1
334	52	N. Rapid Lt. Rdstr.,	137.50	115.00	4	1 1
343	52	Columbia 3 trk. trike,	160.00	80.00	4	2 2
344	52	New Rapid Roadster,	147.50	134.00	3	1 1
350	52	N. Rapid Lt. Rdstr.,	137.50	112.00	4	1 1
351		Hmbr Safety (Rover)	140.00	115.00	4	1 1
354	55	Columbia Lt. Rdstr.,	145.00	60.00	4	1 5
355	54	Columbia Expert,	140.00	80.00	3	1 1
363	50	Columbia Expert,	135.00	75.00	1	2 1
364	56	Columbia Expert,	142.50	100.00	1	1 1
368	48	Columbia Expert,	122.50	85.00	3	1 2
370	54	Columbia Standard,	110.00	50.00	3	3 3
374	56	American Club,	135.00	60.00	4	2 4
375	56	Rudge Lt. Roadster,	140.00	65.00	4	2 2
376	54	Special Club,	135.00	78.00	3	1 2
377	50	Victor Roadster,	124.50	95.00	1	1 1
378		Beeston Hbr. Tdm.,	260.00	110.00	4	2 4
380	55	Royal Mail,	140.00	80.00	4	2 4
384	52	N. Rap. Lt. Roadster,	147.50	100.00	3	1 2
385	54	Columbia Expert,	140.00	75.00	1	1 2
386	42	Victor Junior,	55.00	55.00	4	3 1
388		Royal Mail 2-trk. trike,	165.00	135.00	4	1 1
280	42	Am. Pony Star,	85.00	50.00	4	Plain 5
390		Beeston Hmbr Tdm.,	260.00	115.00	4	2 4
391	55	Columbia Lt. Rdstr.,	145.00	95.00	4	1 1
392		Kangaroo Safety,	135.00	75.00	4	1 1
394	48	Columbia Expert,	122.50	70.00	4	2 2
397		Columbia 2-trk. trike,	165.00	95.00	4	1 2
399	50	New Mail,	127.50	90.00	4	1 1
400	52	British Challenge,	137.50	55.00	4	2 4
401	46	Special Club,	125.00	60.00	4	1 4
402	52	Columbia Expert,	132.50	90.00	1	1 1
403		Quadrant, No. 8,	185.00	125.00	4	1 4
404	54	Dictator,	140.00	51.00	4	1 4
407	42	Otto, Improved,	40.00	20.00	0	4 4
408		Columbia Tandem,	250.00	200.00	4	1 1
409	50	Columbia Expert,	130.00	100.00	4	1 1
410	52	Columbia Expert,	122.50	85.00	4	1 2
411	56	British Challenge,	147.00	70.00	0	1 2
412	52	Columbia Expert,	122.50	67.00	3	1 4
413	48	Columbia Standard,	97.50	30.00	4	4 4
414		Rudge Bicycleette,	135.00	105.00	4	1 2
415	52	Columbia Expert,	132.50	85.00	1	2 2

ALL MACHINES GUARANTEED SOUND.
Upon receipt of \$5.00 any Bicycle on above list will be sent C. O. D. for balance with privilege of examination.

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Correspondence Solicited.

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JERSEY CLOTH GARMENTS.

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The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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THE * NEW * WHEEL.

SPECIAL ly Designed for Perfect Road Service.

Peerless in Containing Every Desirable Feature in a Bicycle.

Alone, in Combination of a Genuine Ball Head and True Tangent Spoke.

Rigid, Strong, Easy-Running, Light, Durable. No Cast Metal.

Kept to Standard Gauges Throughout. All interchangeable.

Own's Adjustable Ball-Bearings All Round, and Square-Bar Pedals.

Rear Wheel Bearing Absolutely Dust and Mud-Proof, without Felt Washers.

Only Ball Head with Balls Confined, yet Instantly Removable.

Outcome of Ten Years' Practical Experience with American Roads and Am. Riders' Needs

Keep your Eye Open. Send for Illustrated List.

LLEWELLYN H. JOHNSON,

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THE NATIONAL A HIGH GRADE BICYCLE



THE CENTAUR MEDIUM GRADE YOUTHS APOLLO WHEELS

L. A. W. BADGES,
For Gold Pins of the Official
Design, send direct to
CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway, G. R. Bidwell's, 313 West 5th St., in Philadelphia by the Hart Cycle Co., 811 Arch St., in Boston by the Pope Manufacturing Co., in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

58-INCH Columbia Racer for sale, very cheap; nearly new; spade handles. Only \$50.00. C. H. CONOLLY, Rochester, N. Y.

FOR SALE—51-inch Columbia Light Roadster; new in Oct. '87; not ridden 100 miles. Price \$100. G. B. TAYLOR, 340 Broadway, New York.

BARGAIN—48-inch nickel trimmed Special Star, '87 pattern; hollow frame and levers; power traps; used six months. Cost \$122. Sell for \$75. GRANT BELL, 201 First ave., South, Minneapolis, Minn.

WANTED—A good second-hand Pool Table; must be cheap. Address J., Box 621, North Adams, Mass.

SACRIFICED—56-inch American Rudge; almost new; spade handles, Lillibridge saddle, etc., for only \$60. A. J. H., 1072 Washington st., Boston.

GOOD BARGAIN—52-inch Standard Columbia; balls to front wheel; bicycle in excellent condition throughout; will sell for \$45. Address WHEELMAN, P. O. Lock Box 50, Wappingers Falls, N. Y.

STAR—45-inch Special Star for sale. A bargain. Just from factory. Almost perfect. Not ridden 10 miles. Cost \$133. Price \$100 cash. Ball and roller bearings, hollow rims, spade handles, tangent spokes, etc. K. P. DRYSDALE, Box 315, Peoria, Ill.

WANTED—52-inch Victor Light Roadster for cash. CLARENCE HIRSCHORN, 57 E. 50th st., New York.

FOR SALE OR EXCHANGE—58-inch Columbia Racer; guaranteed in perfect shape, for \$80 cash, or will exchange for a saleable size roadster bicycle, any good make, or 358 camera, with first-class lens. Address C. E. TITCHENER, Binghamton, N. Y.

FOR SALE—\$75—51-inch Expert Columbia; ball pedals, cow-horn bars, spade handles; in good condition. H. W. CARTER, No. 8 Lancaster street, Worcester, Mass.

BARGAIN.—Make us an offer for a new Columbia Light Roadster Tricycle; also 55-inch Bicycle. T. B. RAYL & CO., Detroit, Mich.

FOR SALE—Columbia Light Roadster, 51-inch, latest pattern, entirely new; run only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, \$105. Will sell at sacrifice, including everything. Address W., care Geo. D. Hazard, 83 Equitable Building, Mass.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

FOR SALE—48-inch Victor, good as new, \$95; 50-inch Oxford, \$15; 52-inch Rudge, \$95; 52-inch British Challenge, \$15; 54-inch British Challenge, \$15; 55-inch Columbia Light Roadster, \$90. A. J. KOLP, Scranton, Pa.

FOR SALE—A Columbia Tandem, new in 1887; in perfect order. Address A. H. PLACK, Chavercack, N. Y.

QUADRANT TANDEM for sale cheap; good order; open front; either rider (or both) brakes and steers. BRADFORD, 305 Madison st., Brooklyn, N. Y.

AN EASY MATTER to keep perfect record of riding. The Cyclist's Record Book, 50c. C. D. BATCHELDER, Sanford, Me.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

The Cyclist's Road Book

Connecticut and Westchester.

BY CHARLES G. HUNTINGTON.

By Mail, \$1.50. Connecticut Members of the L. A. W., \$1.00.

Address

D. J. POST,

Drawer 11, - - Hartford, Conn.



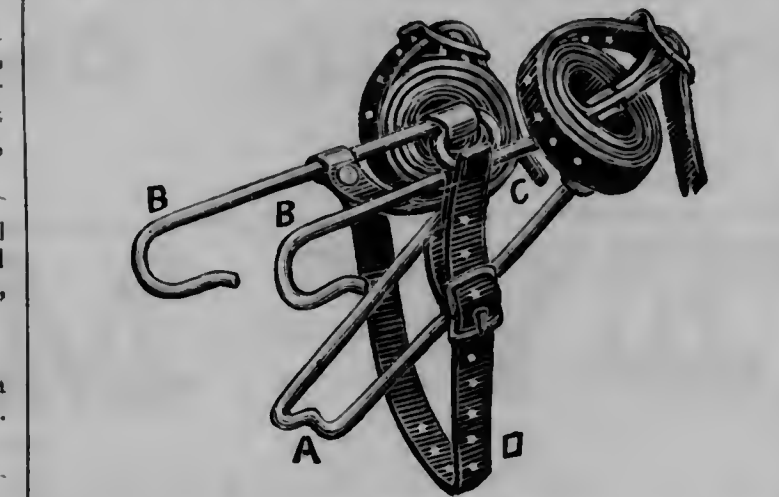
TOULMIN'S BUFFALO BICYCLE SHOE,

Is made of the finest genuine Kangaroo in every size and width. Price, per pair, \$3.00.

Liberal discount to club and Bi. Agents.

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A" Bracket rests on brake spoon. "B" "H," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon. Weight only 1 ounce. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade.

C. H. SMITH,

249 Woodward avenue, Detroit, Mich.

CITY OF NEWTON.



The attention of all owners of bicycles is called to the following ordinance of the City:

"No bicycle or tricycle shall be propelled upon any street or way, unless provided with a bell, to be rung when approaching any person; and neither shall be propelled upon a sidewalk."

DANIEL M. HAMMOND,
City Marshal.

Call and See Our Stock of These Bells.

SPRINGFIELD BI. MFG. CO.,

No. 9 Cornhill, Boston, Mass.

CYCLISTS' TOURING CLUB

FRANK W. WESTON,

UNITED STATES CHIEF CONSUL,

Savin Hill, Boston, Mass.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR 75 CENTS PER ANNUM.

Membership application blanks and any required information on club matters can be obtained by applying as above and enclosing a stamped addressed envelope for reply.

RENEWAL NOTICE.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Bowman, J. W., 328 W. 7th st., Williamsport, Pa.
Gann, Jos., 257 Market st., Williamsport, Pa.
Haldeman, Bruce, 109 1/2 st., Louisville, Ky.
Kroch, Prof. Chas. F., Orange, N. J.
Sheffer, E. L., 323 Elmira st., Williamsport, Pa.
Wintersmith, Jos., 105 W. Jefferson st., Louisville, Ky.
Wheeler, H. C., Box 2539, Williamsport, Pa.
Woodman, C. M., Scissors, Huerfano Co., Colorado
Bird, C. E., 37 W. Broadway, New York City.
Bishop, El. B., Beacon st., Newton Centre, Mass.
Cullbertson, Miss J. M., 103 St. James place, Brooklyn, N. Y.
Elliott, C. H., 1008 1/2 st., N.W. Washington, D.C.
Hicks, W. E., 503 Olive st., St. Louis, Mo.
Johnson, Miss L. A., 103 St. James place, Brooklyn, N. Y.

APPOINTMENTS.

Consul for Cincinnati, O.—A. Burt Norton, 280 West 4th st.
Hotel for Elizabeth, N. J.—The Sheridan House.
Hotel for Plainfield, N. J.—Laing's Hotel.
Hotel for Chicago, Ill.—The Leland Hotel.
Consul for San Francisco, Cal.—Joseph J. Bliss, Phelan Building.
Consul for Orange, N. J., Prof. Chas. F. Kroch.
Consul for N. Y. City, Geo. M. Nisbett, 50 Wall st.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

TO THE FRONT AGAIN. Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Klotz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside.
Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

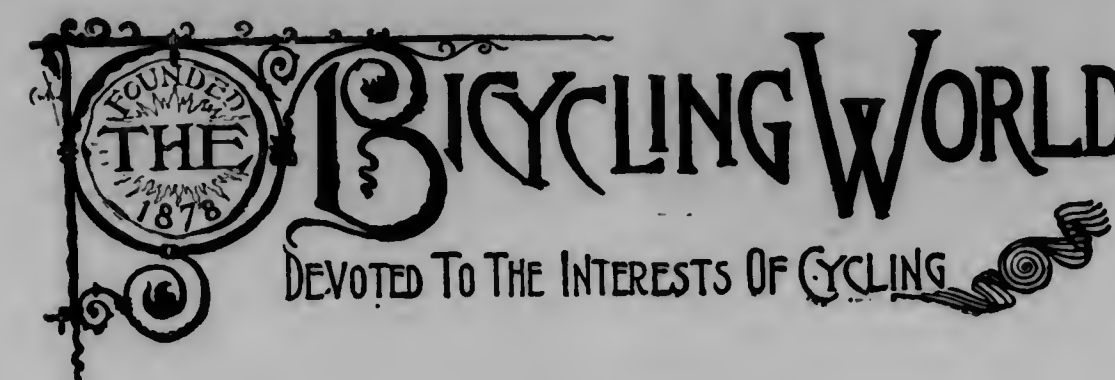
To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us YOUR patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 22 JUNE, 1888.

WE are all League meet this issue. Our correspondents will notice that there is very little space for aught else.

WE shall be late this week because we are anxious to have as complete a report of the meet as possible. We held the forms back one day in order to accomplish the end, and with the exception of the report of Mr. Halsted's dinner and the excursion on the bay last night, we have covered the ground. We think it hardly worth while to hold the paper over another day in order to get these, and so we close, having given almost the entire paper up to the reporting of the ninth annual meet.

THERE is one thing in the new constitution that pleases us, and no doubt will cause gratification to the L. A. W. members, and that is the line V in Art. VI. Sect. 2, which provides for a National Committee to have in charge the matter of "improvement of highways." The editors of this paper have always held that the chief end and object of the League should be the protection of the rights of wheelmen and the improvement of roads and highways, and we are pleased to find that the new constitution contains a proviso which distinctly allows for a committee, the duty of which shall be to have this most important feature under constant consideration. Let the energies of the League officers and members be focussed on the question of good roads, and soon the national organization will be recognized not only as a cycling organization but as an organization of general usefulness and as a public blessing.

THIS week's issue is given up to an exhaustive report of the ninth annual meet of the L. A. W. at Baltimore. It is a novelty in the fact that for the first time in many years the officials can show a clean balance sheet to the members. The exhibit of the Secretary-Editor, showing the financial status, is an extremely gratifying one, and it will no doubt be a stimulant that will increase the membership largely.

As to the membership, a comparison with the condition of the list closed June 16 and the number as reported at former meetings shows a nice gain, though, of course, the report of this year covers a period of nearly thirteen months instead of twelve, as at former annual meetings.

The constitution as adopted by the convention is practically the same as drawn up by the Re-organization Committee. As finally adopted it is more favorable to the small or sub divisions than the proposed constitution presented by the committee. Club representation is encouraged and more centralization is aimed at, thus giving each division good representation, but at the same time making the governing organization less cumbersome. There is no doubt but that the League must practice the strictest economy for the next twelve months in order to place the finances of the organization on an absolutely solid foundation, and start with a good round surplus in the treasury at the next annual meeting, but it must be a thought of extreme gratification to the present officers of the League that instead of being a debt-burdened organization as it was in 1887, they can show the members a statement that bodes the brightest for the future.

RHODE ISLAND APPOINTMENTS.

PLEASE publish appointment of Geo. Lewis Cooke as a member of the Rhode Island Division Touring Committee, vice Rev. L. A. Pope, resigned. Yours fraternally,
CHAS. S. DAVOL, Chief Consul.

FIVE-MILE CHAMPIONSHIP.

THE five-mile national championship, which was assigned to the California Division, will be contested at Stockton, California, on 4th July next.
ALEX S. IRELAND,
Chairman Cal. Div. L. A. W. Racing Board.

A TOURING COMPANION WANTED.

HARRY G. STUART, Representative Missouri Division, Kansas City, Mo., wishes a companion on a wheel tour from Kansas City to Los Angeles, Cal., or part thereof, this fall, as per route: Pueblo, Manitou, Denver, Cheyenne, Salt Lake City, (perhaps Yellowstone National Park), San Francisco, Los Angeles. For further particulars address, Mr. Stuart, as above, care the Evening News.

OHIO DIVISION.

At the annual meeting of the Ohio Division Board of Officers held at Cleveland June 13th, it was decided to hold a three days' meeting at Toledo, commencing July 23. The programme is as follows:

Monday, July 23—Meet at Toledo, parade, business meeting of the Ohio Division L. A. W.; entertainment in evening by the Toledo Bicycle Club.

Tuesday, July 24—Depart by special train for Ann Arbor; ride from there to Salina, Ypsilanti and return to Ann Arbor; unlimited fun.

Wednesday, July 25—Wheel to Detroit; guests while there of the Detroit Bicycle Club, who will show the visitors the sights; runs about city and vicinity; back to Toledo by special steamer chartered by the Toledo Bicycle Club.

It will be observed that racing is omitted from the programme, touring and other social enjoyments taking up the entire time except that required for the business.

SATURDAY, Edward Cumner of Lewiston, Me., rode to Wayne on a bicycle, and left Sunday to meet a party at Monmouth in the afternoon. He has been traced four miles from Wayne, but there are no tidings from him since, that up to the present writing.

LEAGUE OF AMERICAN WHEELMEN.

Report of the Ninth Annual Meeting at Baltimore, Md., June 18, 19 and 20.

THE BOARD MEETING

was called to order at 10.25 by Vice President Hayes, roll was read, and a fifteen minute's recess taken while the Credential Committee were at work.

After recess Committee reported 38 present in person and 93 by proxy. Report accepted.

List of appointments of 18 June, 1888, read and accepted.

The following appointments were read by the Secretary-Editor: Officers appointed to date, June 18th, 1888:

By President Kirkpatrick—Geo. S. Atwater, Washington, Chief Consul District of Columbia; J. Fred Probst, Terre Haute, Chief Consul of Indiana; Geo. G. Clark, Greenville, Chief Consul of Mississippi; Gerry Jones, Chairman of Racing Board; A. E. Mealy, member of the Racing Board.

By Chief Consul R. L. Thompron, Iowa—H. B. Cropper, Cedar Falls, representative.

By Chief Consul F. A. Elwell, Maine—C. D. Batchelder, Sandford, Harry S. Higgins, Portland, representatives.

By Chief Consul C. S. Davol, Rhode Island—Dr. E. Y. Bogman, Providence, representative.

By Chief Consul A. E. Mealy, Maryland—C. Henry Eisenbrandt, Baltimore, M. G. Sykes, Ellicott City, representatives.

By Chief Consul James R. Dunn, Ohio—F. C. Meyer, Canton, representative.

By Chief Consul Geo. S. Atwater, D. C.—E. A. Demaray, Washington, representative.

By Geo. S. Atwater, Chief Consul District of Columbia—E. T. Pettingill, representative.

By W. M. Brewster, Chief Consul Missouri—Geo. W. Boswell, representative.

The President made a short verbal report, and referred the Board to the committees' reports for the standing of the League, and progress made during the year. The officers then made the following reports:

TREASURER'S REPORT.

To the President and Board of Officers of the L. A. W.:

Gentlemen—I respectfully beg leave to report the following as the transactions of the Treasurer's office, since the date of the last report, March 1st, 1888:

Balance on hand, March 1st, - - - - - \$30.56
March 12th, cash from the Secretary-Editor, - - - - - 500.00
June 9th, cash from the Secretary-Editor, - - - - - 600.00

Total, - - - - - \$1,130.56

I have paid out on bills approved by the Executive Committee as follows, viz:

March 28th, expenses Treasurer's office, - - - - - \$45.56
" " C. S. Butler, expenses attending meetings of Re-organization Committee, New York, Oct. and March, - - - - - 59.75

" " V. P. Hayes, expenses attending meeting New York, March, - - - - - 25.75
" " Mast, Crowell & Kirkpatrick, printing, etc., - - - - - 14.25

" " President Kirkpatrick, expenses telegrams, stenographer, etc., - - - - - 92.65
" " President Kirkpatrick, expenses stenographer, Geo. R. Bidwell, expenses Uniform Committee, Bicycling World, mailing list for Baltimore meet, - - - - - 6.00

June 2d, " " J. R. Dunn, expenses attending meetings of the Re-organization Committee, New York, October and March, - - - - - 109.40
" " President Kirkpatrick, expenses New York meeting, - - - - - 56.50

" 11th, Glover & Finkenaer, making plate of Treasurer's signature for membership tickets, - - - - - 2.00
" 12th, President Kirkpatrick, expenses stenographer, telegrams, etc., - - - - - 68.40

" " Mast, Crowell & Kirkpatrick, printing, etc., - - - - - 10.25

Total, - - - - - \$565.51

Cash balance on hand June 16th, - - - - - \$565.05

This amount is exclusive of the amount contributed to the relief fund in response to the circular issued by the Executive Committee under date of March 15th. The names of the contributors to this fund have been, and will continue to be, published in the official organ from time to time. The sum received for this account, to date, amounts to \$423.00, and is divided among the different divisions as follows, viz:

Massachusetts, - - -	\$305.00	New York, - - -	\$1.00
Rhode Island, - - -	66.00	Pennsylvania, - - -	1.00
Missouri, - - -	30.00	Connecticut, - - -	1.00
Kentucky, - - -	15.00	Ohio, - - -	1.00
District of Columbia, - - -	2.00	Utah, - - -	1.00

With the exception of the contribution of the Massachusetts Division these amounts have been paid to the Treasurer in cash. In the Massachusetts case the Secretary-Editor was given credit for \$300.00, which he owed that division. Respectfully submitted,

W. M. BREWSTER, Treasurer.

REPORT OF THE SECRETARY-EDITOR.

At the meeting of the Board in March I announced that I should be able to pay the Divisions in full for the first quarter of the League year, and this has been done together with a liberal check drawn in favor of the Treasurer. Moreover, I have been able to do what has never before been done in the history of the League, and that is: I have already paid every Division all that they are entitled to up to date, June 1, on the second quarter, sending them money that was not due till July 1st. A financial statement of the condition of my office drawn to June 1st makes the following showing:

Dr.		Cr.	
Cash on hand, - - -	\$1182 43	Due Treasurer, - - -	\$2956 79
Suspense, fixtures, sundries, - - -	915 56	Profit on card cases, - - -	95 40
Bulletin account, - - -	881 95	Sundry bills, - - -	45 10
Accounts receivable, - - -	594 16	Due Divisions, - - -	476 81
	\$3574 10		\$3574 10

Since June 1st the cash balance shown above has given place in part to receipts from creditors, including one for \$600 from the Treasurer, and debt, which like an old man of the sea, has been bowing us down with burdensome cares, has quickly departed from us, and we now walk proudly erect under the gratifying influences of a clean balance sheet. In the month of March last the Executive Committee issued a call for a popular subscription addressed to the Divisions. This was done because the Committee saw before them the discouraging spectacle of an empty treasury when the income of the National organization should be reduced as proposed by the scheme of reorganization, and they felt that money must be had and expended if the best results were desired. This is a matter that concerns my office only indirectly, but I am able to give you facts and figures which may have a bearing on the question and justify the call for funds. It must be remembered that the organization has had a hard struggle to get out of its financial difficulties. Its efforts have been crowned with success. But the Divisions have suffered little or nothing. All that they have been entitled to from the League has been paid, and nearly all have full treasuries. The Committee has asked that they give of their abundance that the cause we have at heart may be advanced, and the interest of our sport be furthered.

Under the new Constitution the income of the National organization would be amply sufficient to meet all demand if we could start the year fairly and have the advance of the excess of funds coming to us in the renewal season; but it must be remembered that we are to go through ten of the dullest months of the year, so far as League interest is concerned, before we reach another renewal season, which is due in May of next year. During the winter months our income is very small, and the League's dividend will be correspondingly minute. We have high hopes of pulling through, but we can do so only by the practice of the strictest economy and a niggardly policy, and it may be that we shall again be creditor to the Divisions.

Our membership has reached the highest figure ever attained at a League Meet. Herewith are tables showing the numbers in each State and a comparison of numbers at former meetings. The change in the *Bulletin*, whereby the work of publication is let out by contract, has been most advantageous to the League. It has relieved us from a debt-producing monster, and given us a fairly bountiful. It not only gives us an income, but it has enabled me to cut down my clerical force and save a goodly sum in office expenses. It has reduced in a small measure my editorial duties and increased very largely my clerical work. There are no drones in the League hive. The volume of correspondence, the natural product of a body of 10,000 men is not decreasing, nor is there any falling off in the number of those who forget to enclose a stamp for a reply to an idle question. The stamp account of the League is very large. It

can be reduced very materially if members will but take the hint which I have endeavored thus delicately to convey.

MEMBERSHIP STATISTICS.

TOTAL of membership in the League by States, including all names published up to and including list No. 145, of June 15, 1888:

Alabama, - - -	9	Nebraska, - - -	83
Arizona, - - -	3	New Hampshire, - - -	93
Arkansas, - - -	10	New Jersey, - - -	652
California, - - -	345	New Mexico, - - -	2
Colorado, - - -	45	New York, - - -	2153
Connecticut, - - -	419	North Carolina, - - -	5
Dakota, - - -	10	Ohio, - - -	794
Delaware, - - -	41	Oregon, - - -	0
District of Columbia, - - -	108	Pennsylvania, - - -	1288
Florida, - - -	15	Rhode Island, - - -	216
Georgia, - - -	15	South Carolina, - - -	7
Illinois, - - -	588	Tennessee, - - -	53
Indiana, - - -	177	Texas, - - -	24
Iowa, - - -	126	Utah, - - -	10
Kansas, - - -	128	Vermont, - - -	56
Kentucky, - - -	74	Virginia, - - -	95
Louisiana, - - -	43	West Virginia, - - -	29
Maine, - - -	114	Wisconsin, - - -	80
Maryland, - - -	393	Wyoming, - - -	4
Massachusetts, - - -	1115	Washington Territory, - - -	1
Michigan, - - -	253	Bermuda, - - -	1
Minnesota, - - -	98	Canada, - - -	8
Mississippi, - - -	11	England, - - -	4
Missouri, - - -	309	Nova Scotia, - - -	8
Montana, - - -	2	Switzerland, - - -	1

Total, - - - - - 10,118

Applications in hand June 16, - - - - - 100

Total, - - - - - 10,218

Numbers reported at previous meets:

1881, at Boston, - - -	1654
1882, at Chicago, - - -	2500
1883, at New York, - - -	2131
1884, at Washington, - - -	4250
1885, at Buffalo, - - -	No report.
1886, at Boston, - - -	8463
1887, at St. Louis, - - -	9480
1888, at Baltimore, - - -	10,218

COMMITTEE ON RULES AND REGULATIONS.

The Membership Committee was given further time to report. The Committee on Rules and Regulations reported as follows:

To the President, Board of Officers and Members L. A. W.:

Gentlemen—The work of your Committee on Rules and Regulations, during the past year, has consisted chiefly in supplying information to clubs throughout the country desiring to organize under our rules, and giving such assistance and help as has been possible, in furthering the interests of the L. A. W.

Considerable time has been given in studying the rules and regulations governing our organization, in view of finding out, if possible, what will best meet its requirements in the future. The results of our study will be found embodied in the report of the Committee on Reconstruction.

It was the opinion of your committee at the beginning of the year, that so long as the work of reconstruction was under consideration, as few changes in our by-laws as possible was desirable, and to this end the committee has labored. We therefore have no report for the consideration of the Board at this meeting.

Respectfully submitted, CHARLES S. BUTLER,

Chairman, for the Committee.

COMMITTEE ON RIGHTS AND PRIVILEGES.

The Committee on Rights and Privileges report:

Mr. Luscomb prefaced his report by stating that last evening a member from Ohio was run down upon a suburban thoroughfare, steps were now being taken to bring the offending road hog to justice.—[See report of the accident elsewhere in this issue.—Ed.]

The Committee on Rights and Privileges has not been called upon to enter the field of litigation since the last meeting. It is true that many applications from different sections of our territory have been made for advice and assistance, in the way of furnishing citations to cases heretofore decided, and in all such cases your committee has promptly responded.

With the work of the past year before it, the committee can report that the great public is rapidly becoming educated up to the

proper appreciation of the rights and powers of him who astrides the wheel of progress, passes the antiquated horseman on the road of civilization.

Except in a few scattering cases the wheelmen has not been interfered with, in the reasonable and ordinary use of the streets and roads, and, in the instance referred to, your committee can only infer from the silence of the parties after the receipt of instructions that the information forwarded to them accomplished its intention, and the annoyance and unlawful interference ceased.

From Columbus, Ga., and Dodge City, Kansas, came complaints that the city authorities had passed ordinances prohibiting bicycle riding on the streets within corporate limits. In each case your committee promptly forwarded the necessary legal ammunition for a contest, should the same become unavoidable, and stood ready to come into action; immediately it should be advised of the persistence of the city authorities in their error.

In Covington, Kentucky, actuated by some wild notion, which he could never tame and examine, a member of the Legislature sought to prohibit cycling in Kenton County. The Kentucky boys allowed no time to be lost, and although the Committee was advised and in communication with the officials there upon the subject, it was found that Kentucky was amply able to fight its own battles, and the celerity with which the bill was ejected, from the favorable consideration of the Legislature, is a most satisfactory indication of the vigor of the Western wheelmen.

From San Mateo, California, came one of the usual complaints concerning the ill-natured road hog with the divine right. Your committee advised the complainant of the law in the case, and advised that a test be made.

Numerous other applications have been received and answered, and so far as the committee can ascertain, the power and dignity of the League maintained whatever attacked.

From the incidents of the past year, however, there is one element of danger that requires our attention. Many cases of intentional injury to wheelmen have been noticed, particularly in large cities. In almost every instance the assailant has escaped because of the inability of the wheelman or his companions to follow up the chase. The cowardly character of the assault is in entire keeping with the flight of the assailant with all the speed his horse can run.

There seems to be but one method of reaching this condition of affairs, and that by securing better policing in our pleasure resorts and public thoroughfares, so that when such an assault occurs it will be possible to secure the offender by aid of the lawful protector of the rights of all citizens—and wheelmen are still within the right of such protection—and not compel the riders to organize a chase and fight before they can get into position to ask justice.

The committee is of the opinion that an increase of police in such places could be procured if pressure should be brought to bear upon the authorities, and therefore recommends such action to the States wherein such accidents have occurred.

The punishment of the individual we can easily take care of. His apprehension is the difficulty to overcome.

Since the appointment of the present Committee, and perhaps, therefore, a thing to be properly noticed in its annual report, a grand milestone in permanent cycling development has been set up, first by New York and following by New Jersey.

Reference is particularly made to the Legislative enactments which have gone upon the Statute Books of these States, declaring the legal status of the wheel, and proclaiming with all the force of the established law, that the right of the wheelmen are determined.

The Committee congratulates the League upon its position and upon the success that has marked its progress for the year now ending. Each such year but adds to its power and prestige, and its name and fame becomes a pride and protection to the wheelman, and a menace and swift pursuer of the lawless roadster who knows no justice but his own.

The Transportation Committee and Touring Board made no report.

The Reorganization Committee reported certain changes in the Constitution (to be considered in the afternoon by the Constitutional Convention.)

Mr. W. W. Share moved to adopt and endorse the changes. Carried. Under the head of new business the

ELECTION OF OFFICERS

was taken up. Mr. C. H. Luscomb presented as candidate for President the name of T. J. Kirkpatrick, for re-election, amidst much applause; seconded by A. E. Mealy. By unanimous vote the Secretary cast a single vote, and Mr. Kirkpatrick was declared elected, and took his seat. He made a short resume of the last year's work, and asked the assistance of the Board in carrying out the policy it had already adopted during the coming term.

Mr. Dunn, of Ohio, in a short, humorous speech, proposed Mr. H. W. Hayes for re-election as Vice President. Dr. Emery, for

Massachusetts, seconded the nomination in a few remarks. Upon motion of Mr. Jessup the Secretary cast the unanimous ballot of the Board, and Mr. Hayes made a short vote of thanks.

For third member of the Executive Committee, Mr. Bidwell was nominated by Mr. Davol, of Rhode Island. Mr. Bidwell declined in favor of W. S. Bull, of Buffalo; seconded by Mr. Jessup. Upon motion of Dr. Emery the Secretary cast the unanimous vote of the Board for W. S. Bull as member of the Executive Committee.

For Treasurer, Mr. Atwater, of District of Columbia, nominated Mr. W. M. Brewster for re-election; seconded by Mr. Boswell. The Secretary again cast the vote of the Board, and W. M. Brewster was declared elected.

As there was no new business to be introduced an opportunity was given local committees to make announcements.

Mr. Atwater, on behalf of the District of Columbia Division invited the League to visit Washington on Thursday.

After some condemnation of the Pennsylvania Railroad and taffy given the Baltimore and Ohio on the question of carrying wheels free, the Board at noon adjourned.

CONSTITUTIONAL CONVENTION

called to order at 3 P. M., President Kirkpatrick in the chair. The Secretary received club proxies to the number of 1228, most of the representatives of such clubs being present.

The new Constitution, as proposed by the Reorganization Committee, and approved in the morning by the Board, was presented to the meeting by Mr. Luscomb.

Dr. Emery moved to adopt as a whole.

Mr. E. J. Shriver moved as an amendment that it be taken up section by section.

The motion on the amendment was lost by a vote of 272 to 704, of which 19 to 36 were by those present in person, and the balance by proxy.

The original motion to adopt was then carried by a vote of 891 to 161, 40 to 8 being by present members.

After extending a vote of thanks to the Reorganization Committee, the Convention adjourned.

Appended is a draft of the Constitution, entire, as adopted:

CONSTITUTION "L. A. W." AS ADOPTED.

ARTICLE I.

Section 1. This organization shall be known as the League of American Wheelmen.

Section 2. Its objects are to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring and to secure improvement in the condition of the public roads and highways.

ARTICLE II.

Section 1. The League shall be a confederation, composed, First, of all State Divisions now having one hundred or more resident League members, and such as may hereafter reach that limit, and Second, of subdivisions of not less than twenty-five League members each, in any other State or Territory.

Section 2. Divisions shall organize by the adoption of this Constitution and the election of a Chief Consul, a Vice Consul and Secretary-Treasurer and representatives, as hereinafter provided.

Section 3. Subdivisions shall organize as follows: When there shall be twenty-five League members in any State or Territory, it shall be constituted a Subdivision, and the President shall appoint a Chief Consul. When the membership reaches fifty it shall organize as herein provided and elect a Chief Consul and Secretary-Treasurer, but shall not be entitled to a Vice-Consul. In the event of the failure of such Subdivision to elect officers, the President shall appoint.

ARTICLE III.

Section 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

Section 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Membership Committee, he shall become a member of the League.

Section 3. Each such applicant shall pay to the Secretary of the League an initiation fee of one dollar and the sum fixed by the Division in which he shall become a member, for annual dues; such dues to be payable on or before May 1st in each year. The Secretary shall retain from such annual dues and from all renewals, an annual per capita tax of fifty cents.

The balance of such annual dues and the whole amount of the initiation fee shall be returned by the Secretary to the Division, quarterly.

Section 4. Any member failing to pay his dues as above provided before the first day of July following, his membership shall be forfeited and the Secretary shall cause his name to be stricken from the rolls. Any member having thus defaulted, can again become a member only in the manner provided in Section 1 of this Article.

Section 5. Each Division and Subdivision must, on or before the first day of April, file in the office of the Secretary of the L. A. W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the Executive Committee of the League.

ARTICLE IV.

Section 1. The management of the League shall be vested in a National Assembly, consisting of the Chief Consuls, Vice-Consuls and Delegates from the several Divisions and Subdivisions, to be elected as hereinafter provided, which shall have power to make by-laws for the guidance of the League, to establish regulations for the government of Divisions in the relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution. Fifteen members personally present shall constitute a quorum for the transaction of business.

Section 2. Each Division shall elect a Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives annually, between the 15th day of July and the 15th day of August, as follows:

One Representative for each 100 resident League members, also one Representative from each League Club of not less than twenty members, and an additional Representative for each fifty additional members upon its roll on July 1st. Club Representatives to be chosen each by the Club of which he is a member. These shall constitute the Division Board of Officers.

Section 3. Each Division and Subdivision shall adopt for its guidance, By-Laws, Rules and Regulations, not inconsistent with the National Constitution and By-Laws. The term of office of all Division and Subdivision Officers shall commence on the 1st day of September in each year.

Section 4. Each Division Board of Officers shall hold its annual meeting in the month of September, and shall then elect from the Division one Delegate for each two hundred members upon its roll on September 1st. Such Delegates, together with the Chief Consuls of Divisions and Subdivisions and Vice-Consuls shall constitute the National Assembly of the League of American Wheelmen.

ARTICLE V.

Section 1. The Annual Meeting of the National Assembly shall be held on the third Monday in February in each year.

Section 2. Special business meetings shall be called by the President upon the written request of not less than fifteen delegates, and from not less than five Divisions; thirty days' notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered.

ARTICLE VI.

Section 1. The officers of the League shall be a President, first and second Vice-Presidents, Treasurer and Secretary, who shall be elected by the National Assembly, at the annual meeting, provided, however, that the Secretary shall hold office as long as he shall render satisfactory service. The National Assembly may, however, by a two-thirds vote of the members and proxies present at any meeting, declare the office of Secretary vacant and hold an election for his successor, one month's notice thereof having been given.

Section 2. There shall be the following National Committees:

- I. Executive and Finance, to consist of the President and Vice-President.
- II. Membership.
- III. Rights and Privileges.
- IV. Rules and Regulations.
- V. Improvement of Highways.
- VI. Transportation.
- VII. Racing.

Section 3. Officers and Chairmen of Standing Committees, if not members of the National Assembly when chosen, shall be members of that body during their term of office.

ARTICLE VII.

Section 1. This Constitution may be altered or amended by a majority of the members voting in person or by proxy at a Constitutional Convention called therefor.

The President shall call such a convention upon the written demand of not less than fifty members, at least ten from each of five Divisions, giving one month's notice thereof, by publication in the official organ.

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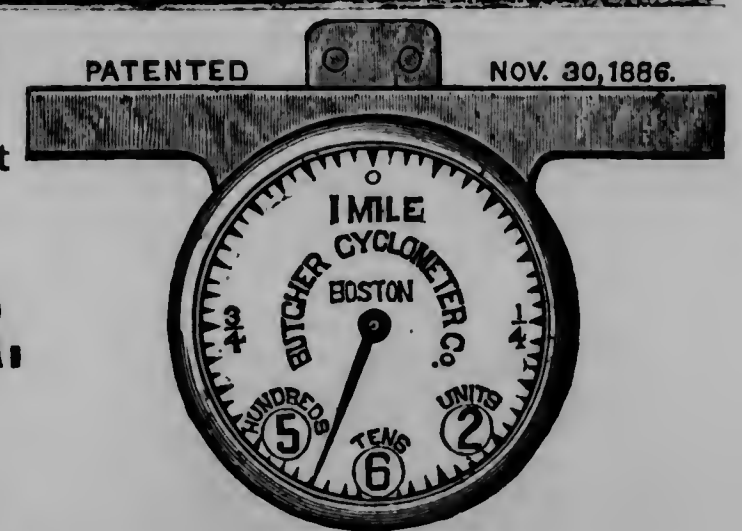
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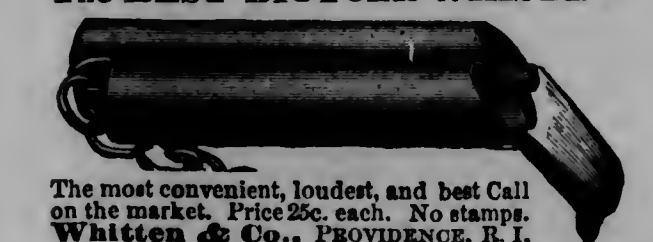
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Proxies for unattached members may be cast, but no member may vote more than twenty-five such proxies.

Fifty members personally present shall constitute a quorum.

ARTICLE VIII.

SECT. 1. The League shall provide and furnish an official organ, to be known as the *L. A. W. Bulletin*, which shall be distributed to the membership without charge.

ARTICLE IX.

SECT. 1. Any wheeling club in the United States that shall have in its by-laws a provision requiring every active member to be a member of the League of American Wheelmen, and that shall file annually with the Secretary of the L. A. W. a certificate thereof, shall become a League Club, and entitled to all the privileges accorded League Clubs under this Constitution. The number of votes that any League Club shall be entitled to cast, through its delegates, at any Constitutional Convention, shall be one vote for every member of said club in good standing upon the rolls of the League. Representatives from League Clubs shall file with the Secretary a certificate of their election, signed by the President and Secretary of the club which they represent.

THE BUSINESS MEETING

proper was then called to order, but did no business outside of passing votes of thanks to the officers and members of the Maryland Division, and listening to numerous invitations from visiting delegates to attend Meets in their respective localities.

Immediately upon the adjournment of the business meeting, at 4 o'clock, the

SECOND OFFICERS' MEETING

convened, Prest. Kirkpatrick in the chair. Dr. Emery moved to continue the Constitutional Committee and authorize them to permit a set of by-laws at the next meeting. Carried.

The following communication was next read, and caused considerable comment:

BALTIMORE, Md., June 18, 1888.

To the Board of Officers, L. A. W.:

Gentlemen—On behalf of the wheelmen of Chicago, I hereby appeal to you from the decision of the Racing Board, in refusing to reinstate Mr. Philip Hammel, of Chicago, as an amateur wheelman. Mr. Hammel's case is an old one, has twice been before the Racing Board, and though backed by the signatures of seventy odd League members in Chicago, has twice been refused. The refusal has caused the failure of one club in Chicago to renew this year, and delayed that of another. These two clubs have a membership of about 350, and has had influence enough to keep a large number of others from joining the League, in Chicago. I speak for the Chicago Bicycle Club, the Lincoln Cycle Club, and the Fort Dearborn Cycling Club, having respectively 50, 150 and 210 members. Respectfully,

N. H. VAN SICKLEN.

A motion to reinstate Mr. Hammel was carried by a vote of 17 in favor, to 8 against.

The membership committee then reported briefly, and the meeting adjourned.

THE PARADE.

started about 10.15 from North avenue and Charles street and presented truly an imposing spectacle. There were wheels and wheels, men and ladies, clubs and divisions. The route covered was as published in a former issue of this paper and in the official programme.

As each club passed the several local club houses it gave its cheer and cry with a hearty good will and the response from the lady friends who crowded the windows was equally encouraging. The boys rode well—very well. I saw only one fall in line, and the unfortunate quickly remounted without causing a serious break in the line.

I give below some figures as gleaned by a hasty observation as the line passed me. A deplorable piece of mismanagement permitted each club to invite friends, which, when the invitation was accepted, gave an appearance of greater strength to that club.

First came the Grand Marshal, President Kirkpatrick, and E. P. Hayden as Aid; next 13 mounted cavalry buglers; next Vice President Hayes and Davol on a tandem; next the Louisiana representatives, three in number, all dressed in cream flannel, as additional Aids. Then, interspersed with many unattached and visitors, as above mentioned, came 14 New York B. Club, 53 Brooklyn, 2 Elmira, 6 Manhattan, 4 Buffalo, 2 Syracuse, 27 New Jersey Division, 34 Pennsylvania Club, 23 Century, 10 Central Wheelmen, and 3 Cincinnati, of Cincinnati, 3 Kenton of Covington, Ky., 1 Indiana, 16 Michigan Division, 12 Missouri Division, 1 from far off Cali-

fornia Division, 33 Missouri Club, with 12 Capital Club of Washington as guests, Parks on a unicycle, 49 Baltimore Club with friends, 39 Rambler Club, 22 Washington Cycle Club with 7 ladies on ladies' bicycles, 22 Centaur Club, 6 Chesapeake, 22 Hagerstown, 4 Westminster, 21 Virginia Division, 8 Delaware Division, 2 Florida Division, 2 Texas; in all, with the unattached, 615 wheelmen and wheelwomen.

Assembling at the finish, in Druid Hill Park, lemonade was dispensed to the warm and thirsty riders at "Mansion House," and they were soon grouping themselves on a semicircular slope, in front of the "Mansion," to be "took." The slope is sixty or seventy-five feet long, rises at an angle of about 45 degrees for fifteen vertical feet, and at its foot undulates gently for some distance, to a picturesque fountain. Just in front of the latter the cameras were placed, on a raised platform, and no doubt the photograph of the League meet of 1888 will be one of the finest ever produced, because of the excellent facilities afforded for taking it.

The League officers, and the ladies of the party, occupied positions in the extreme foreground, the clubs grouped together upon the slope in various personal attitudes, graceful and otherwise, (mostly otherwise), and the mounted buglers upon the level terrace, at the rear, with the Mansion crowded with spectators for an extreme background. Considerable merriment was occasioned by cries for "white horse," when the red-haired photographic artist made his appearance. At last the agony was over, and the entire body set out for Halsted's for dinner.

THE RACES.

REFEREE—T. J. Kirkpatrick.

Judges—Geo. Bidwell, G. A. Jessup, H. W. Hayes.

Timers—Abbot Bassett, F. P. Priol, J. Rodgers.

Starter—N. H. Van Sicklen.

Clerk of Course—H. W. Barrington.

I give above a list of the officers of the races. Most of these officiated in their several capacities, and all gave entire satisfaction.

Arlington Driving Park, three and one-half miles from the city on the Pimlico road has an excellent half-mile track, and for this purpose had been recently rolled as hard as it is possible to make a dirt track. It is oval in form, longest from North to South, raised at the corners, and boasts a large pavilion which was literally filled to overflowing. Nearly two thousand spectators witnessed the races, which were eminently satisfactory in every respect. A rather stiff east wind blew down the third quarter, but it died out after the second race, and is thought not to have impeded the time to any great extent.

Promptly at 3.30 the one-mile L. A. W. championship was called. It was won by Will Windle, on a Victor racer, in 2.43, with Fred Foster, the Canadian champion, a close second at 2.43 1-2, and J. Fred Midgley, on a Springfield Roadster, third in 2.44. Also ran, C. A. Stenken, P. L. Seufferle, Phil Brown, and H. S. Kingsland. Midgley crossed the tape ahead on the first half mile, with Kingsland second, but the finish was as above. Much was expected of Foster, but it could be seen at a glance he was not in condition, in fact, though he was entered for nearly all the races, he rode but this, and one other, and lost both.

The half-mile novice race was won by W. E. McCune, 1.22 2-5, followed by E. J. Decker, 1.24, both on Springfield Roadsters, with H. E. Perlle (1.28 1-2), F. C. Gilbert, J. E. Patterson and G. A. Getty, in the order named.

The one-mile tandem handicap was won by Kingsland and West, of Baltimore, in 3.04 4-5 on a Quadrant, against Seufferle and Ward, of Washington, on a Humber tandem.

The three-mile lap race was won by Windle, in 9.32 2-5; Foster second, in 9.38.

The two-mile handicap tricycle was won by Kingsland, in 7.04, on a Quadrant racer, against Phil Brown, 4-5 seconds behind on a Marlboro' Club.

The three-mile handicap resulted as follows: W. E. McCune (45 seconds) first, in 8.42, on a Springfield Roadster, and Windle (scratch) second, in 8.54 2-5, against W. H. Ward (22 seconds), J. W. Egolf (22 seconds), Getty (45 seconds), and Decker (45 seconds).

The one-mile championship tricycle was a repetition of the two-mile tricycle handicap above. Kingsland and Brown were the only starters in each—in the first each receiving 10 seconds against Foster, who did not start—and Kingsland also carried off first prize in this race, in 3.02, against Brown's 3.04. Kingsland led in both races from the start, and on the finish, when Brown attempted to pass him, he spurred and increased his lead. The first half in the last mentioned race was made in 1.31.

The two-mile handicap safety resulted as follows: 1. J. F. Midgley (10 seconds) 5.57, Springfield Roadster; 2. E. J. Decker (30 seconds) 6.11 4-5 Springfield Roadster; 3. J. E. Patterson (40 seconds) 6.53, Star; 4. C. A. Stenken (17 seconds) on a Star.

The three-quarter mile steeplechase was won by F. C. Gilbert, Star, with P. M. Harris second on a Springfield Roadster, and W. H. Ward third on an ordinary. The contestants mounted, rode a short distance, left their wheels, crawled under a hurdle, ran back, picked up their wheels, trundled them across the infield and over a fence, mounted, and finished in the order given.

Harry Parks attempted to lower the unicycle record for a mile, but fell on the tape at the end of the first half mile, and did not finish.

Then Basset and Jessup ran a one-eighth of a mile foot race, resulting in favor of the former, who had a literal "walk-over," as both crossed the tape at slow pace, much winded, and amidst deafening applause. [Query.—Shall I award the veteran road-race prize to our genial Secretary, in accordance with the above, or do you insist they shall *ride*—not run?]—

On the whole, the fine weather, the large, jolly crowd of spectators, and the well-conducted races, free of all accidents, were an excellent testimonial to the managers and promoters. The time of 2.43, I understand, is record for the mile on this track.

N. L. COLLAMER.

ENTERTAINMENTS, EXCURSIONS, RUNS AND GENERAL NOTES.

SUNDAY, JUNE 17.

FIVE HUNDRED wheelmen reached the Monumental City last evening and this morning, and all the incoming trains are contributing their quota to swell the number. The Reception Committee have been working like beavers in the face of a lurid sun and sweltering atmosphere, for Baltimore, having determined upon giving her visitors a warm reception, is carrying it out to the letter. It does not seem to affect the enthusiasm of the boys though, for the hotel lobbies are thronged with them, while on all the streets you run against the knickerbockered legs. Legs long and legs short; legs stout and legs thin; not always, it must be confessed, escaping without criticism from giggling girls.

From all over the country have they come, every State in the Union, nearly, being represented; representatives from the East and Middle States being, of course, largely in the majority, and from far California and Louisiana do they also come; Canada is also represented by a good delegation. The racing cracks are also here, among them, Foster, of Toronto; Brown, of Washington; Windle, of Lynn; Midgeley, of Worcester; Wilhelm, of Reading; and Stenken. Ex-Captain Whitney's smiling face turned up in the Maryland Club house, and it is a pleasure to learn that cycling is not to lose one of its earliest and most earnest workers, for Mr. Whitney has got a safety out at his Western ranch, which he proposes riding over the trails that stretch for hundreds of miles across the prairies.

The intense heat deterred many of the cyclers from attending the wheelmen's services at Immanuel Baptist Tabernacle, corner North avenue and St. Paul street, this afternoon, but as it was, the number in attendance filled the entire front portion of the large auditorium. The Maryland turned out upwards of 50, including half a dozen ladies; Rambler, 30; Baltimore, 30; Centaur, 27; and Chesapeake, 15; the balance being made up of the visiting wheelmen, who rode from the Carrollton. An excellent sermon was preached by the pastor, Rev. A. C. Dixon, after several hymns had been sung and prayer offered. The hymns were accompanied by the cornet by Mr. Thomas, bugler of the Rambler Club, and another cornetist. The text was from Ezekiel's vision, chapter, 20 verse, "Living Wheels," and was entirely deserving of the earnest attention it received. The reverend gentleman—who had been on a bicycle and knew what he was talking about—began by combating the theory of evolution, the evolution of atheists. As there could be no effect without a cause, so the modern wheel was no more an evolution from nebulous matter and protoplasm than man himself. And how absurd to think that if the mass of inert matter called the bicycle could not create itself, that man, the sentient, living creature could. Divorce from the wheel the life that guides it, and it falls a dead thing. So with man himself. Take from him the higher life and nothing but the animal remains, and it is called a failure. Let man know it is not the whole of life to live. Eighteen hundred years ago there came to earth the perfect man. With Him for their guide the wheelmen of America need never shame their loftiest standard. The faces of the four living creatures were as the faces of a man, a lion, an ox and an eagle; signifying manhood, bravery, patient endurance, and lofty aspiration; and to each of these attributes Mr. Dixon, in well chosen sentences commended the wheelmen. Said he: "One of your young gentlemen asked me if I intended to get you out here and then abuse you for riding on Sunday!" There was a general laugh, and Mr. Dixon went on to say that bicycle riding, under certain conditions, was not a sin, any more than walking. Put the beast

under your feet and tread down the sins that debase your manhood, and the question of riding on Sunday will not be a stumbling block in your paths.

Never was a more appropriate sermon preached on the bicycle, and I believe not a man present but felt better for it.

A member of the Ohio Division was run down by a driver this afternoon, fortunately escaping injury himself but damaging the machine. The man was arrested, but discharged at the station house upon the extraordinary ground that as he was not going over six miles an hour he could not be held. The Maryland Division will carry the case further, and test this ruling.

MONDAY, JUNE 18.

DURING the meeting of the Board of Officers this morning, those of the wheelmen who had no interest in official details joined the general run from the several club houses and League headquarters, uniting at Govanstown; thence under command of Captain Le Cato. The route lay via Lake avenue to Mt. Washington, through some of the loveliest and wildest scenery to be found within a radius of one hundred miles. Praise unstinted was freely bestowed, and not unjustly, for if there is a city in the country whose suburban scenery equals that of Baltimore I do not know it. Beautiful as our own Fairmount is, the natural attractions of Druid Hill Park far exceed it, and the wheel is under no restrictions within its precincts. Neither lamp nor bell are required, and coasting may be freely indulged in over its smooth grades. For miles a succession of up-hill-and-feet-over-the-handies follow in never-ending and delightful succession.

At Mount Washington an impromptu hill-climbing contest was indulged in on "Windy Gates" Hill, which has been hitherto considered insurmountable, and three of the visitors made the top. Percy Harris on a Springfield Roadster, McDaniels on a Victor safety and Mr. Decker. Mr. Le Cato, on a New Rapid, climbed Mt. Washington Hill. The roads were in bad condition, owing to lack of rain for past fortnight, and quite a number of headers were taken. In one instance two riders collided with such force that the wheels were jammed through each other, and it required the united force of five men to disentangle them. At Govanstown the thirsty crowd drank the whole town dry, and left absolutely nothing but the pump and a lot of empty bottles.

Southern gallantry would not of course neglect the ladies, and about one hundred wheels rolled out from the Maryland Club house at four o'clock, of whom quite a fair proportion were of the fair sex, four of the latter riding the lady's bicycle. Through the Park the route lay, and out on the Pimlico road to Arlington, where lemonade was served, and a peep taken at the contestants practicing on the track for the morrow's races. Windle came out while I was looking over the rails, and the way he spurred down the homestretch made me put him down as safe for a winner in a couple of his entries to-morrow. Put that down as a prophesy if you please. The Canadian, Foster's, colors of orange and black now flash by; and look, here comes the Springfield Roadster, propelled by Midgeley in his cardinal suit. He gets speed out of it, too, in spite of the awkward looking action. Brown, of Washington, was on the track also, and one looked instinctively for Crist's red and black to come with him. Altogether the prospects are good for some pretty sport to-morrow. Mounted again, and we wheel out the Reisterstown pike to the old arsenal grounds, now a home for disabled confederates, and here we cooled off while refreshments were being spread. Perhaps justice was not done to the ice cream, strawberries, cake, etc., which the generosity of our host provided, and then again perhaps it was. Among the ladies at the table were noticed Mrs. Green and Mrs. Burk, of Boston; the Misses Smith, Mrs. Mott, Mrs. Coleman, Mrs. Hayden, Mrs. Meitzel, Mrs. Geigan, Mrs. Stran, Mrs. Crowther and Miss Germande. The youngest of the party was Miss Edith Crowther, aged three, who, I am sorry to say, proceeded to exercise the coquetties of her sex upon a number of the gentlemen present. The return to the city was made in the cool of the evening, and thus ended the "Ladies' Run." Moonlight parties flitted through the park all the evening, and it was a late hour when all quieted down, receptions having been held at all the club houses.

TUESDAY, JUNE 19.

THE annual photograph having been taken at the Mansion House in the Park, where lemonade was served to the thirsty crowd, the run was taken in a sort of go-as-you-please for Arlington race track. I said *thirsty* crowd, and *thirsty* does not begin to express it. A thousand wheelmen crowded the springs in such dense throngs that a man who got a glass of water got it by fighting for it, and many were the expedients tried to make a way. This was one of them, half a dozen men rushed up, bearing a prostrate form, Captain Whitney had fainted, and Boston was carrying him in for water to revive him; but *it was no go*, and amid the hoots and yells of the crowd, Boston sneaked out crestfallen.

At Park Heights a lunch was laid in the groove adjoining Halsted's Hotel, consisting of sandwiches, coffee, eggs, pickles and other little delicacies of that sort, but the way in which those tables were cleared made the heads of the darty waiters swim. Candor reluctantly compels the question, Who stole the spoons? Just ask this question with bated breath, Maryland. The League is as careful of her reputation as a young maiden not yet out of her teens, and it is a rather awkward thing to have half a hundred writs hunting round for as many men, particularly when those men are visitors to a strange city. I am proud to say that not a single spoon was borne upon a cap wearing the silver keystone. Pennsylvania did not take a spoon from the tables—because they were all taken before we left. "Pennsy" carried off the honors as the largest visiting club at the Meet, having thirty-four men, under command of Captain Supplee. They were gentlemen enough to rise in a body and give up their seats in the grand stand to the ladies, taking a standing seat around the fence. The Centurions, who were also well represented, did the same thing. "Hoo-rah! Hoo-rah! Hoo-rah! Penn-syl-vania!" was a familiar sound as the prominent officials came by, or a crowd of the pretty girls, for which Baltimore is famous, and the club cry appeared to be a *little* heartier for the girls. I met a Mr. Morrow, who, with only one arm, had started out from the western part of Ohio to ride on his wheel to the Meet, and who actually covered two hundred and fifty miles, when he met with an accident and had to take the train. He is a man of fifty odd years, which makes it all the more remarkable.

SIDE SIGHTS OF THE RACES.

The enclosure was filled with drags, carrying a large and fashionable assemblage of society ladies.

Chief Consul Jessup and Secretary-Editor Basset had a foot race down the home-stretch, and Pennsylvania got left again—as usual! Mr. S. T. Clark's thoughtful attention in the way of a large bowl of iced lemonade was greatly appreciated by the press members.

Mr. A. H. Overman was conspicuous on the box of a drag which was filled with ladies. Mr. C. R. Overman was another figure of prominence.

Chief Consul Atwater, of Washington, and his brother from Ohio, were voted the two handsomest men on the grounds.

The question which agitated the minds of President Kinkpatrick and second Vice-President Ball, was: Whose feet were so large that they had to be hung over the roof of the pavilion?

Quite an impromptu affair was a race around the track after all had taken their departure, of several ladies on the ladies' bicycles. Modesty insists on the suppression of the name of the fair winner, but she is well known in Washington.

Grand stand, hotel porticoes and track spaces were all literally packed with crowds of people. "The most successful race Meet ever held at Baltimore," was expressed over and over again. And the weather contributed not a little toward this result. The intense heat of the preceding day had given way to cooler breezes and a lower thermometer, and with a perfect June day to smile upon the assemblage, one could not help but feel that it was a pronounced success.

THE SMOKER.

At half-past eight, this evening, the grand national smoker was inaugurated, at the Concordia Opera House, and it early became apparent that the League of American Wheelmen was out for a high old time. Cigars, pipes, tobacco in every shape and form; music of the most melodious kinds; paper wads and cards flying in all directions; the fun waxing fast and furious; and in the midst of it all one poor correspondent at his wit's end to do justice to —, well, pandemonium let loose would about express it. First come Boston, around the hall in solemn procession, headed by—yes, ex-Captain Whitney; and each and every man with a cigar in his mouth like a young base-ball bat. The array of feet hanging over the balconies takes on a most wonderful accompaniment to the rhythm of the orchestral music,—only the loudest strains of which are audible—and by this time the hall is so packed that locomotion is very nearly a physical impossibility. The musical part of the programme was rendered by the Garland Musical Association, opening with the overture to *Fra Diavolo*, and combining with the "Wheelman Waltz," composed especially for the occasion, and dedicated to the League of American Wheelmen. The full programme contained 14 numbers, among which were many beautiful selections. The zither solo was quite inaudible, owing to the subdued hum from the rear of the hall, but the *Descriptive Idylle*, was an exquisite piece of melody, and during its rendition the lights were darkened, and then raised again descriptive of the "Night at the Brook," and "Day, and the Mill at Work."

Following this immediately came presentation of the medals won by Mr. Kingsland, of the Ramblers club, he having to leave early. Mr. Kingsland, being a Baltimore man, received an ovation when

he appeared on the stage, and although he modestly retired on receiving the medals, the crowd would not have it and brought him back for a speech. He returned his thanks in a few well-chosen words, and they let him off finally. The rest of the prizes were given out to the successful winners in a small room adjoining the stage. These medals were remarkably handsome in design and execution, and reflect great credit on the committee. The one-mile L. A. W. championship medals—bicycle and tricycle—were the finest that have yet been awarded for these races. A gold wheel—pendant from two bars to bear the winner's name, etc.—was surrounded by a wreath of laurel leaves in lighter metal, the wheel bearing on the spokes in the central portion the L. A. W. badge with ruby stone, and with two wings outspread above.

Mr. Wallace's humorous recitation was received with rounds of applause, and was encored. Mr. MacDermott jumped five feet seven inches, and Messrs. Sprengel and Warwick (no relation to the hollow rim manufacturer) gave a very clever exhibition of boxing.

To-morrow the ladies will be out in force for the excursion down the bay, and it is purposed to have the affair wound up in a blaze of glory—literally of fireworks.

As one of the daily papers remarks this evening, "the wheelmen owned the city to-day!" I. CROWTHER.

Don't fail to look on page 154, and if you do not find a second-hand machine to suit you in the advertisement of the New York Bicycle Co. then you must be hard to please. Mention this paper when you write them.

THE CENTURY RUN.

THE aspirants for the century fame began to gather at the Continental Hotel, Newark, early on Friday, the 15th, and by the time for retiring numbered 38 or 39. Messrs. De Graff and Spaulding were late on account of having to attend a meeting of the Board of Officers, New York Division L. A. W., and a few others were late on account of the rain. Messrs. Evans, of New Brunswick; Whitehead and Murphy, of Trenton; and Clarke, of Flushing, took a little trip down to Brick Church after supper, and were forced to scorch the whole distance back at top speed to avoid being caught by the tremendous rain and wind storm which swept across Northern New Jersey and Staten Island, and did a great deal of damage.

The storm, though severe, lasted but a short time, and really was the best thing which could have happened for us, as the roads were in a frightfully dusty condition, and the air stifling up to 6 P. M. on Friday evening. There was also a serious electrical disturbance in the atmosphere, and the tension was so terrible that during a game of billiards between Waldo Fuller and the other billiard sharp, the electric lights all over the city went out and refused to burn. Very little sleeping was enjoyed at that hotel on Friday night by any of the century party on account of the noise, although the majority were in bed by ten o'clock. The Continental is so close to the D. L. & W. station that the continual blowing off of steam and the passing of horse cars and milk wagons made night hideous, and especially so to men who had the anticipation of a hard hundred miles on the morrow before them. Everybody was called at 3 A. M., had breakfast at 3.30, and with a few exceptions were ready to start at the appointed time, 4 A. M.

The start was really made at 4.20, with forty men in line, and Elizabeth was reached a few minutes later. We were met in the suburbs by Captain Berry, of the Elizabeth Wheelmen, looking enviably neat in his handsome uniform. It was not until Elizabeth was reached that we appreciated the force of the storm of the night before. Trees, in several places, had been blown down; the streets were strewn with debris. At Elizabeth we got our first taste of Jersey mud, and it was the genuine article—soft and as sticky as glue—which afterward baked in the sun until it was hard as a brick. The trees and grass were soaking wet, and a touch of a limb for the men in front meant a shower of water, sometimes blinding one when taken unexpectedly. However, little trouble was experienced when the foot path was good, and we arrived in Westfield in good time, finding Captain and President Dr. F. A. Kinch, Jr., of the Union County Wheelmen, awaiting us with an abundance of splendid hot coffee and all the rolls we could eat. We were a little behind in leaving Westfield, with the jolly doctor in the lead, down the path on the railroad to the Scotch Plains road, and by Front street into Plainfield, arriving there a few minutes behind the time, after one of the fastest stretches of the run. At the Plainfield B. Club's house we were welcomed in true Jersey style (all soft), and joined by several of the club, including Dr. Cooley, were soon at it again on the way to Summerville, reaching the county hotel at exactly schedule time, 9 o'clock. Here the whole party rested for nearly a half hour, and the few stragglers on the road from Plainfield caught up.

At Sumerville, L. E. Adonis, K. C. W., and I attempted to indulge in the luxury of a shave, with the consequence that he went without anything to eat, and that I got left a half hour behind the party, in company with Messrs. Palmer and Pierson, of the Bloomfield Cyclers, and two others, and did not catch them until two miles below Pennington, from whence, into Trenton, the last eight miles were ridden by the advance squad in 45 minutes without dismount. This advance squad was luckily and somewhat unexpectedly met by one of the Trenton wheelmen, in the outskirts of the town, and as a vicious looking storm was brewing, he took the party by a short cut into the city, arriving at the Trenton House 15 minutes ahead of schedule time, but leaving a disappointed lot of Trenton wheelmen at the Park, through which we had been expected to enter, and very luckily we thus shortened the trip, as immediately after our arrival, a tremendous down pour commenced, and lasted nearly two hours. That portion of the party who had stopped for a rest, just beyond Pennington, were caught in the storm and were forced to seek shelter, all hopes of their finishing the Century vanishing with the coming of the rain. Mr. Ackerson, of the Brooklyn, fared a little better. A good-natured laugh greeted him when he drove up in front of the hotel in a very small covered wagon, enveloped in the voluminous folds of an old overcoat, loaned him by the good-natured, ruralistic driver. The wagon was so small that there were just room for Charlie to store himself and the machine inside, after detaching the handle-bar and backbone. The Trenton club had procured a large empty store, opposite the hotel, for the storage of the wheels of the party, and by having bridges across the gutters and doorstep, made it possible for us to ride directly into the building without a dismount, greatly to the edification of the Trentonians, of whom there were in the neighborhood of 1500 or 2000 gathered in the vicinity of the hotel. In Trenton, as in all the towns along the route, we met with the most courteous and kindly reception, our coming having been anticipated. Our schedule time for arrival at Trenton, was 2 P. M., but we reached the hotel at 1.45, as a very natural consequence of our scorch on the last eight miles. Our time for leaving was 3 P. M., according to the schedule, but the rain detained us an hour, until a little after four, when twelve of the original party and an equal number of the Trenton wheelmen, started for Philadelphia, with our hopes of ever reaching there by wheel, at very low ebb, as Bristol Pike was in many places under water. We lost very little time on the run to Bristol, although nearly every man in the party took a fall of kind or another in the ten miles. Capt. Crozer, of the Trenton wheelmen, who had started at the head of the line to pilot us down the river, unfortunately was forced to drop out a short distance below Bristol on account of the heating of one of the bearings of his machine. Such reports as to the condition of the road from Bristol down reached us as to almost drown all hopes of our getting through, but they proved to be false, as the road improved with every mile until Holmesburg was reached, when a cheer went down the line, and the magic name of "Gideon" electrified us all and gave strength to the weary. Mr. Gideon was accompanied by several other Philadelphians, and before we reached Frankford we picked them up by twos and threes to such an extent that we had sixty-five in line. We'll give every boy the straight tip, that Frankford isn't the — that it was represented to us as being. We had no difficulty in riding all the way through until within a few miles of our destination, where a short stretch of sand was reached, easily enough ridable except on account of the dusk. The official time of the arrival in Philadelphia was 8.00 P. M., exactly on schedule time, allowing for the hour lost on account of the rain at Trenton.

As soon as the asphalt was struck, a line was formed with President Tucker, of the Associated Clubs, in the lead, and after five or six miles of fine riding, the Belmont Mansion in the park was reached, by way of Girard avenue bridge, the River road and Belmont avenue. The mansion is a celebrated resort where fine dinners and good music are enjoyed. Near the band stand, and in front of the mansion in the open air, a most delightful vista of suggestive plates, etc., greeted the eyes of the hungry cyclists. No mere cold pen and ink could possibly fittingly describe that supper. All sense but that of supreme satisfaction and good will toward everything on earth, and "everybody in Pennsylvania" filled "those hungry cyclists." The meal was just right, none too much, none too little, the only thing that marred the occasion was the absence of Mr. Hart, who, in crossing a car track had taken a bad header and sprained his wrist. After the coffee, Mr. Tucker and Adonis, K. C. W., tried to work the little trap they had prepared for me, but I squirmed out of a very small hole in my usual graceful manner. Mr. Tucker's speech was a model one, and the very essence of cordial hospitality, and on behalf of the great century run I can assure him that the names of Tucker, and Gideon, and I—C—Lewis, and Century, and Pennsylvania, and Philadelphia, and all the rest of the myriad clubs and individuals, will be forever graven on the

tablets of our memory as synonyms of everything that is hospitable—and beerless. Whew! This question of beer supply must be an absorbing one, in fact it seems to have been all absorbed, except private stock. The 100 miles, completing the century, were finished almost exactly at the Belmont, excepting only by Mr. Douglass, of the K. C. W., who pluckily rode down to the new city building and finished his few necessary miles on the beautiful asphalt surrounding that magnificent pile.

Following is a list of the gentlemen who finished the century, viz: G. L. Warner and Waldo E. Fuller, Second Lieutenant and Bugler, respectively, of the Brooklyn Bicycle Club; F. H. Douglass, of the Kings County Wheelmen; A. W. W. Evans, Captain of the New Brunswick Bicycle Club; F. D. Palmer, Captain, and J. V. Pierson, of the Bloomfield Cyclers; W. G. Speier, J. L. Bromley, and W. T. Fleming, of the Century Wheelmen of Philadelphia; F. R. Miller, Second Lieutenant of the Riverside Wheelmen, New York City; L. A. Clarke, Captain of the Mercury Wheel Club, of Flushing, L. I.; and I have also the name of Mr. J. C. Lukens, of whom I have no personal recollection or record, if the latter gentleman will send me word concerning the matter, I will take pleasure in publishing it.

NOTES.

Among those who contributed life to the party was the irrepressible Mr. De Graff, of the Harlem Wheelmen, who helped make things pleasant for the few who were unlucky enough to be caught in the rain at Hopewell.

Mr. L. H. Wise, of the Long Island Wheelmen, was the only rider unlucky enough to break his wheel, and this occurred without material damage to himself, almost within a stone's throw of the hotel at Trenton, through falling against a telegraph pole.

Among the many attractive features of the run were Warner's performances on the mouth organ, and Fuller's bugling.

I have already heard it said that some of those who were caught by the rain are a little "cocky" about it, and are talking about getting up another run on the same lines as this. Hope I'm asked to go, as I want to try it again.

The riding time of the run was almost exactly twelve hours, sixteen hours on the road, four hours stops.

On Sunday, those who did not go on to Baltimore, were entertained by the Philadelphia clubs. Messrs. Messenger, Fuller, Warner and Clarke ran out to "Bring More" for dinner (we will next time), and returned by the Lancaster pike in time to take the 6.35 express for New York. L. A. CLARKE.

NEWS

AND COMMENT.

A CORRESPONDENT asks for the best mile made on the ordinary and on the Star, and by whom made. The best mile on the ordinary, world record, is 2.29 4-5, made by W. A. Rowe, Oct. 22, 1886, at Springfield, Mass. The best Star record, as made by C. Frazier, is 2.38 2-5, at Lynn, Mass., October, 1886. Frazier is credited with 2.35 in a practice spin, but this last is not authentic.

By the way, what has become of the Eastern Road Club? It seems to have quietly subsided. Is the club dead, or is it sleeping only?

A LIBERTY BILL has been introduced into the lower house of the Louisiana Legislature now in session. We hope to advise our readers of its passage at an early date.

THE scheme for building a bicycle path between Holyoke and Springfield, Mass., has been abandoned. No great loss, as the road between the two cities is by no means bad.

It is stated that the Mayor of Northampton, Mass., holds that only such walks as are enclosed by a curbing are in law held as side-walks, and he has taken measures to further investigate the matter.

MR. WELLS has gone West to see what he can do with Hal Greenwood on Son-of-a-gun-Hill, after which Mr. Greenwood will emigrate East to see what he can do with Wells on Fords Hill. May the best man win.

THE East Hartford (Conn.) Wheel Club's races to be held July 4, on East Hartford track, cover nine bicycle events, and three foot races. Entrance fee, 25 cents; entries close June 30. Address H. E. Bidwell, East Hartford, Conn.

W. J. COCHRAN, the well-known trainer, expects to go to England soon. Mr. Cochran's services in this country should be in demand, as we have comparatively few trainers in America who make a specialty of preparing cyclists.

WHEELMEN will be charged toll on the old Lancaster pike running out of Philadelphia as soon as the improvements on that

highway are completed. We believe this is the first on record of any proposal that toll be collected from cyclists.

No. 2173 suggests to the Massachusetts Division officials to fix the dates of the Division's Meet at Cottage City, so that the visitors can enjoy the pleasures of a moon. Well, why not? It is a good idea and worthy of the consideration of Chief Hayes and his trusty lieutenants.

THE Jamaica Club have invented a name for a new kind of an entertainment; it is "Freezer." This suggests ice cream, and ice cream suggests something feminine. We sincerely hope the Jamaica's are not so ungallant as to eat ice cream without the aid of some of the fair sex.

MINNESOTA needs a Liberty bill and some good common sense. Rev. H. Long was arrested in Currie, Minn., for riding his bicycle on the streets of that delectable town. Currie suggests something hot, and we only hope the Rev. Mr. Long will make things hotter than Currie for the solons perpetrating the outrage.

SAPIENT advice given by a worthy contemporary, "Don't swallow too much cold water when hot." The question of "what did he mean?" will be the subject discussed by the members of our club debating society at an early date. After it has been decided (?) we will lay it on the shelf alongside the question of "which part of the wheel moves the faster, the top or bottom?"

MR. A. G. FISHER, of New Haven, Conn., desires to acknowledge, through the columns of this paper, the generous contributions of the Pope Manufacturing Co. and the Overman Wheel Co., of \$100 each, to aid in the building of the New Haven to New York path. Mr. Fisher reports growing interest, and if the subscriptions come in as expected, the work will be commenced right away.

THE "Stroller," in writing to the *Wheel* in reference to the feat achieved by Wells in climbing Eagle Rock six times, says the man or the wheel "is not built" that can down Mr. Wells' record. All we can say is that Mr. Shurman *was* "built" a good many years ago, and that if the machine on which he rode the hill twelve times was *not* "built" when the "Stroller" prophesied, then we congratulate the Springfield people on the wonderful speed with which they can turn out wheels.

HARTFORD WHEEL CLUB ROAD RACE.

A VERY close contest, that of the Hartford Wheel Club's five-mile race held last week Wednesday. It showed pretty good hand-capping, four out of the six starters finishing in a bunch. The six starters and their handicaps were—Ludwig Foster, scratch; F. T. Reed, 1m.; F. D. Hatch, 1m. 30s.; C. H. Way, 1m. 30s.; H. K. Lee, 2m.; J. B. Spencer, 2m. When without two hundred yards of the finish, Hatch, Lee, Spencer, and Reed were all together, and then the final effort was made, resulting in Hatch winning, and the others following as named. Way did not finish, and Foster, meeting with bad luck, was placed last.

The actual time made by each man was: Hatch, 18m. 45s.; Lee, 19m. 22s.; Spencer, 19m. 52s.; Reed, 19m. 9s.; Foster, 19m.

SHURMAN GOES UP AND DOWN EAGLE ROCK TWELVE TIMES.

ON June 17, in the presence of witnesses as named below, J. H. Shurman, of Lynn, Mass., on a Springfield Roadster, went up and down Eagle Rock twelve times without a dismount. This means 24 miles of continuous up and down hill work. The time consumed to perform this feat was 3h. 39m., and the time of each round trip was as follows: 17, 18, 20, 18, 17, 16, 18, 18, 18, 20, 19. The hill is just one mile long. During the performance the heat was intense, being about 95 to 97 in the shade. This beats Mr. Wells' record by just double, and is a wonderful performance. The officials, timers, checkers, etc., were: Joseph Stookey, Newark, N. J.; Paul H. Bangs, New York Wheelmen; L. S. Klotz, E. N. Y. Club; C. A. Silver, Concord, N. H.; W. H. P. Veesev, Newark, N. J.; Harry Spencer, Newark, N. J.; W. H. White, Newark, N. J.

The machine ridden was the ordinary roadster with a gear over 52-inch and with the regular length of levers, in fact it is a regular stock machine.

NEW ORLEANS ROAD RACE.

ON June 10 the Louisiana Cycling Club held their second race for the Renaud cup. The following were the starters and their handicaps: W. E. Hobson, handicap, 6 minutes 38 seconds; L. J. Frederic, Jr., 4.17; W. M. Hathorn, J. W. Jay, 4.06; E. M. Graham, 2.41; A. A. Ruhlman, 2.25; M. S. Graham, R. G. Betts, scratch.

The distance run was 10-12 miles. For the first few miles the men kept the positions as named above. Jay was the first man to come to grief, but as no damage was done, he was up and off again. When about 6 miles out, Hawthorn took the lead, and Jay came second. The heat was great, and the pace began to tell, so that two miles from the finish Hobson and Ruhlman dropped to the rear. When within 400 yards of the finish E. M. Graham fell from his machine, overcome by the heat. Betts who was a few feet behind stopped, and together with Hobson and Ruhlman removed the sick man into the shade, and with ice water soon brought him round. So near the finish did this occur, that the men who were behind E. M. Graham would not take advantage of his sickness, but allowed him to finish 4th. Hawthorn finished first in the good time of 52.42, nearly a quarter of a mile ahead of Jay, 54.22; M. S. Graham third, 54.52. This leaves the two, Graham and Jay, tied for first place, each with 18 points. Betts 16, Frederic 14 points, being close up. Hathorn did not participate in the previous race, so has heavy odds to make up. For yesterday's event Messrs. W. H. Renaud, Jr., officiated at the start and A. M. Hill and C. M. Fairchild at the finish. B1.

HILL CLIMBING AT BEAVER FALLS.

GRADE OF ROSS' HILL.

THE post-poned hill climb of the Beaver Valley Wheelmen took place on the 14th inst. on Ross' Hill, Beaver Falls. The hill is 3507 feet long with a rise of 340 feet, and the grade is as follows, average about 10.4:

First, 188 feet,	- - - - -	rise, 1 in 11 3-4
Next, 75 feet,	- - - - -	" 1 in 4 11-16
" 337 feet,	- - - - -	" 1 in 6 1-3
" 300 feet,	- - - - -	" 1 in 8 1-9
" 1100 feet,	- - - - -	" 1 in 11 7-16
" 1000 feet,	- - - - -	" 1 in 13 8-9
" 507 feet,	- - - - -	" 1 in 10 1-7

These elevations were taken with an "aneroid" but will not vary ten feet from correct height of hill. E. T. W. Craig, of Beaver Falls, fell off after riding 1793 feet, and was awarded the gold medal for first prize; W. D. Banker, of Pittsburg, fell off after riding 250 feet, and was awarded the silver medal for second prize. Craig rode the hill on June 10, and Murray, of Sewickley, on June 3. This is considered a right smart hill in this neck of the woods. DUQUESNE.

ROAD RACING—AN OPINION FROM A NEW JERSEY SUBSCRIBER.

Editor *Bicycling World*:—Having noticed in the columns of your paper somewhat comment on the subject of road racing, I ask the privilege of expressing my ideas on the subject. I do not think I stand alone in the opinion that road racing, especially when a large number are allowed to enter, is not only extremely dangerous for those participating but is also a nuisance to the public who make use of the roads. When bicyclers are working to gain the free use of the road, the same as carriages, it does not appear reasonable or discreet that they should resort to courses which of themselves are calculated to set the public against the wheel. Wheelmen, if they wish their rights to be respected, ought not to trample upon the rights of other users of the public highway. We all, as members of the League, claim for ourselves that we are respectable citizens of the United States, and therefore we ought to consider as our aim both courtesy and regard for others' as well as our own rights. We have been successful in procuring the enactment of a law—in New York and in New Jersey—giving to the wheel the same right as carriages, subject to the same restrictions; and, as we are desirous of obtaining the passage of such a law in other states, we ought not harbor anything which will incur the ill feeling of the public, thereby rendering it difficult to gain the acknowledgment of our rights. Let us hear from some one else upon this subject. LEO.

A TRUE LADY AND A TRUE GENTLEMAN.

Editor *Bicycling World*: For the first time, in the annals of cycling history, our little village of about 350 inhabitants, located in the very Eden of Pennsylvania's woods comes to the notice of your many readers, or perchance this attempted communication may find a soft bed in your waste basket; but if so, let it go slowly, for I am no expert at letter writing much less at cycling. We take many nice spins over our wretchedly, miserable, rough, bone-shaking pike (a misnomer), and then some of our old and young unlubricated, half civilized, ignorant, yea semi-barbarous cranks, have the impudence to inform us we have no right on the

road. Some day they may learn their mistake, to their sorrow, minus a few idol dollars. There are exceptions and we meet some people on our highways who are not selfish and mean. Last week on a little 5-mile night run to Mount Jay, we met a 2-horse team driven by Mr. R— accompanied by his lady friend, Miss H—, both from Lancaster, Pa. His horses stopped and balked, we put our wheels in a by-road, and went to his aid; we tied their limbs with our kerchiefs, their ears with cords, threw dirt in their mouths and applied the smarting lash, and almost pushed the buggy over them, but no go. We apologized for having been the cause of his horses stopping; Mr. R. never spoke an angry word to us, did not curse and swear and even exonerated us from all blame, and told us to get our wheels and he would wait till his horses got ready to move on. I ran my wheel with lamp lit, rang my alarm, blew my whistle sounding, nearly on his team but no go, so we had to leave them. Miss H— sat cool and collected, unexcited, she a true lady, and he a true type of a gentleman for some of our colossal ignoramus to use as a model to imitate. J. H. YOHEY

FROM TACOMA, W. T.

Editor Bicycling World: The wheel has come here to stay. When I arrived on Puget Sound six wheels would cover all at Seattle and Tacoma, and most all cheap wheels. Now we have a club of over forty in this city, and over thirty riders in Seattle. A club will be formed in that city tomorrow evening, and on the Fourth of July Seattle boys will hold a race meet. All amateur, except five-mile race. I run against Trotter. Fifteen of the Tacoma wheelmen on Sunday last steamed up the Sound to Seattle; the wheelmen of that city gave them a picnic dinner some four miles from the city. Although the run was over a mountain road it was without any accidents, and the first round was declared a grand success. On June 1st the Tacoma wheelmen hold their first ball and reception, which promises to be a very swell affair. This promises to be a great wheel tour, as the public take to it kindly, although we have nothing but up and down mountain road. The boys are receiving your paper, and say it is "the best," and of course yours truly thinks the same. Yours,
TACOMA, W. T., May 29, 1888.

PRINCE WELLS.

A SHORT ESSAY ON ROAD MAKING.

WE are indebted to Dr. S. A. Defoe, of Washington, N. J., for the following article written for the *Star* of that place, and so excellent is it that we hope to hear of its being reproduced all over the country. We hope that every wheelman will see to it that articles of this nature be republished in his local paper. Keep up the agitation, drive it into them, it is the only way to accomplish the end in view. We append the article in question:

"Our country roads are a disgrace to this progressive age. Everything is being improved but the country road, and that gets worse year by year, although we pay tax enough to have smooth, solid highways everywhere. Our roads become almost impassable during portions of autumn, winter and spring; just at the times when most needed by the farmers, who desire to reach town to do business at the stores; but they stay away rather than risk smashing their wagons and crippling their horses in the endeavor to reach town through deep ruts, canals of slushy mud, and over masses of jagged rocks; and all the while merchants mourn for the unsold goods on their shelves—let them insist on the authorities giving us good roads, they will have business all the year round, and not by 'fits and starts.' The way to do it is to levy a slight general tax, and repeal the old cowpath law, which permits people to 'work out their road tax.' Such 'work' simply consists in heaping mud and rocks out of the gutters upon the road-bed, which by far, had better be left undone. And now, a few words about the way to make a smooth, solid road. Mud and large stones should be removed from the road-bed; they are not wanted on the roads, for they mean extra labor to horses, jerking and smashing of wagons and carriages, and increased wear to the road. Take hard stone, flint or granite, broken to the uniform size of an inch and a half, so that each piece will pass through a two-inch iron ring, shape and smooth the road-bed so that it is slightly higher in the middle, in order to carry off rain, and then spread it over with three inches of broken stone; use no clay for 'binding,' and take a heavy roller filled with sand, to give it more weight, drawn by a pair of horses; this process will combine and 'bind' the broken stone, and yield a solid road-bed that will require but little attention to keep it in repair, and make it a 'joy forever' to the man who has a fine horse to drive, and to the farmer, 'the butcher and baker, and candlestick maker,' who desires to bowl along a smooth, solid road to transact his business, which can be done in half the time now taken on the wagon-breaking, horse-crippling apology dubbed a 'public highway'—even a gravel road

would be a thousand-fold better. Having made the road as above directed, give it two or three coatings of broken stone for the first year thereafter; it will require but little attention by the supervisor, who should carefully examine it occasionally, and at the slightest sign of ruts, have them filled at once. When the road is properly made and rolled, wooden scrapers and birch brooms should be used to keep off the mud and dust—'tramps' could be utilized for this purpose. A crushing machine for breaking stone could be purchased at a reasonable price, that would break about a mile of stone per day. The people want good roads, and they are bound to have them, instead of the cowpaths for which we pay such heavy taxes now."

CYCLING BY THE OUTING CLUB OF SAN FRANCISCO

THE Outing Cycling Club, which was formed about one year ago, has taken new life by the addition of several members, some of whom are among the leading wheelmen on the coast. S. F. Booth, Jr., for a long time associated with the Bay City Wheelmen, and one of their most active members, was elected Captain unanimously, and by his genial and witty manners has won his way into the hearts of his fellow members already.

It is the intention of the new Captain to thoroughly explore the country in the neighborhood of this city within a radius of fifty or seventy-five miles, by which time he expects his men will be in such good trim that they can wind the season up with a long ride. He intends to select routes where there will be scenery to relieve the eye, instead of going over the same humdrum routes like the other clubs. Several Saturday-Sunday runs have already been arranged, which include visits to some of the springs in the vicinity of San Francisco, where the boys can enjoy a dance Saturday evening, and have a good ride next day.

The membership of the club is limited, there being but fifteen active members present, and anyone desiring to come in has to undergo a strict examination by the Investigation Committee, besides being personally acquainted with the officers of the club, before their name can come up for initiation.

On the 3d inst. an informal run was had to Sam Mateo and vicinity. On the 23d there will be a run to Camp Taylor and vicinity under command of the First Lieutenant, as the Captain will be off to the Yosemite on a trip; June 30th a run through the San Ramon Valley, returning via Dublin and Haywards. This latter is a rough trip part of the way on account of the amount of hill climbing to be done, but it is a very picturesque route.

Later on a trip via Santa Rosa and Mark West Springs through Calistoga and down the Napa Valley. This is a trip taken by but few wheelmen, but it is one of the finest in the State, the roads being excellent, and the fare and treatment at the Springs very fine. "1884."

SEE page 154 and read the New York Bicycle Co.'s advertisement. Mention this paper when you write them.

RECENT PATENTS.

LIST of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

- No. 379,557. Bicycle Step, Thos. Benfield, Newark, N. J.
- No. 379,812. Velocipede, P. L. C. F. Renouf and I. W. Booth roy, London, England. Relates to the steering head.
- No. 379,997. Velocipede, H. M. Pope, Hartford, Conn. Assignor to Pope Mfg. Co. A tricycle.
- No. 379,955. Velocipede Handle, Harry D. Hedger, Boston.
- 380,059. Umbrella attachment for bicycles, Clarence Snowden, Cincinnati, Ohio.
- 380,221. Velocipede boat, F. J. and Wm. R. Ross, South Hadley Falls, Mass.
- 380,495. Velocipede, E. G. Latta, Friendship, N. Y. Assignor to Pope Mfg. Co. A tandem tricycle.
- 380,770. Tricycle, H. W. Schiermeyer, Dayton, Neb.
- 380,886. Bicycle, C. F. Hadley, Chicopee, Mass. Assignor to the Overman Wheel Co.
- 381,038. Velocipede, Chas. F. Stillman, New York City. For children.
- 381,144. Tricycle, F. E. Kohler, Canton, Ohio.
- 381,165. Velocipede seat, H. M. Pope, Hartford, Conn. Assignor to the Pope Mfg. Co.
- 381,274. Velocipede, A. H. Overman, Newton, Mass. Assignor to the Overman Wheel Co.
- 381,504. Tricycle, Richard Mullins, Newark, Ind.

A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.



ABBOT BASSETT, Secretary-Editor.

Illinois Meet.

To be held in Springfield, July 4, 1888.

The citizens of Springfield have subscribed liberally for the affair, and enough financial backing has been secured to make this meet the red letter one of our division.

The programme covers two days, but the meet proper one day.

The first day, July 3d, at 1:30 P. M., racing at Butler's Driving Park; there will be some good events, or at least should be, as the principal prizes will be hand-some ones—two \$50 gold medals with diamond centre, and a \$30 gold handle silk umbrella, with a number of minor prizes.

At 3:30 there will be a lantern parade of short duration by the local and visiting wheelmen, after which an impromptu smoker will be held.

The second day, Wednesday, July 4, at 8 A. M., will be runs to the different points in and surrounding the city.

9 A. M. Business meeting in the Senate Chamber of the Capitol, after which we are expected to act as escort to the citizen's parade.

1:30 P. M. A run to the extensive grounds of the Springfield Fishing Club at Cedar Lake. This is by far the handsomest, private fishing grounds in the State, and through N. H. Van Sicken, our C. C., we have been invited to visit these grounds. The members of the club will be on hand with their ladies to extend their well-known hospitality to the visitors.

The grounds are distant from the city about eight miles, over good dirt roads, with a fair sprinkling of hills to break the monotony of the ride.

Impromptu runs can be organized, and guides will be furnished to show the roads to the surrounding towns, should any of the visitors desire to go.

9 P. M. The banquet tendered to the members of the Illinois Division, L. A. W., it is hoped that all who come will arrange their stay so as to attend this the principal event of our Meet. Some good speakers and good music is promised, and the "entertainment committee" are sparing no pains or expense to make this a grand success.

It is unnecessary to praise our fine pavements, so bring your wheel and try our thirty odd miles of cedar blocks. Rain cannot spoil our Meet, as we can ride in ten minutes after the most severe storm.

All, or any League members, of the neighboring Divisions are invited to be with us and we will entertain as best we can. It is hoped that St. Louis will send some of her "first-class men" or Chicago will sweep everything. A nominal fee of fifty (50) cents will be charged as entrance money to those who desire to enter any of the races, and the chairman, S. M. Clarke, will furnish full information in regard to events, etc. Entries must be all in by noon of July 2d, 1888.

All members who wish can secure rooms at any of the hotels in advance by writing the chairman, Thomas F. Sheridan, of the Reception Committee. All railroads have a fare of one-half for July 3d to 7th to Springfield on account of the monster celebration of the city.

For further particulars address the General Secretary, W. S. Reed.

For the Capital City Cycling Club,
W. S. REED, Secretary.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 144—Total 116—10,234.

BOSTON, June 22d, 1888.

CALIFORNIA DIVISION—2—347.

San Francisco Bi. Club.

19379 Stanford, Hubert H., 2401 Buchanan st., San Francisco

Unattached.

19419 Thoren, Chas. Jr., Alameda

CONNECTICUT DIVISION—1—420.

Unattached.

19387 Russell, A. B., 223 Dixwell ave., New Haven

DISTRICT OF COLUMBIA DIVISION—11—119.

Capital Bi. Club.

19380 Butler, Frank F., 934 F st., Washington

19382 Hansman, Max, 1310 I st., " "

19381 Hanna, Benj. W., Navy Department, " "

19383 Leming, Jos. E., 409 15th st., " "

19384 Schooley, Dr. Henry M., Pacific Bld'g., " "

19385 Tipton, Thomas C., Le Droit Park, " "

19386 Wagner, J. West, 1704 9th st., " "

Washington Cycle Club.

19421 Knox, Geo. V., 803 K st., N. W., " "

Unattached.

19479 Brown, Harry B., 1023 Penn. ave., " "

19420 Boteler, J. A., 1325 Mass. ave., N. W., " "

19422 Merrill, Geo. W., 519 K st., N. W., " "

ILLINOIS DIVISION—11—599.

Cairo Bi. Club.

19423 Vincent, G. B., 315 3d st., Cairo

Illinois C. C.

19479 Evans, H. O., 347 Wash. Boulevard, Chicago

19480 Rawleigh, J. H., Adams st., " "

Joliet Bi. Club.

19477 Foltz, Herbert W., Joliet

19485 Treat, Lincoln A., 419 Richards st., " "

Unattached.

19484 Crocker, Geo. L., Maroa

19483 Lyons, J. C., " "

19485 Daniels, N. S., Jerseyville

19473 Ruckel, Jos. B., 218 So. 5th st., Springfield

19474 Beaton, A. W., " "

19475 Willett, Sam'l J. Jr., " "

INDIANA DIVISION—3—180.

Indianapolis Wheelmen.

19481 John A. B., Jenney Electric Co., Indianapolis

Unattached.

19486 Alling, Howard S., Madison

19487 Sappington, O. B., " "

IOWA DIVISION—2—128.

Unattached.

19447 Ott, Jno. R., Washington

19448 Stryker, W. R., " "

KANSAS DIVISION—1—129.

Wichita Wheelmen.

19449 Jones, Frank H., S. L. Davidson Mfg. Co., Wichita

KENTUCKY DIVISION—1—75.

Unattached.

19388 Thompson, A. H., Maysville

LOUISIANA DIVISION—1—44.

Louisiana C. C.

19450 Peale, A. H., Jr., 52 Union st., New Orleans

MAINE DIVISION—1—115.

Unattached.

19455 Little, Frank H., 31 Exchange st., Portland

MARYLAND DIVISION—4—397.

Chesapeake Wheelmen.

19389 Burgess, E. J., 1405 W. Fayette st., Baltimore

Cycling Ramblers.

19451 Reifsnyder, John L. Jr., Westminster

MASSACHUSETTS DIVISION—7—1122.

Unattached.

19390 Miller, Frank K., 310 German st., Baltimore

19391 Wicl, Asher, 601 W. Baltimore st., " "

MICHIGAN DIVISION—8—261.

Detroit Bi. Club.

19392 Bolsh, Geo., 656 Jefferson ave., Detroit

19393 Marshall, Geo., S. Telegraph Block, " "

19394 McFarlin, Jas., 90 Griswold st., " "

19395 Simmons, M., Detroit Emery Wheel Co., " "

19396 Thorne, Geo. T., 34 Macomb st., " "

19397 Whelden, Frank, 86 Woodward ave., " "

19398 Williams, Chas., 184 " " " "

Unattached.

19482 Lansing, F. M., Howell

NEW HAMPSHIRE DIVISION—2—95.

Manchester Bi. Club.

19458 Chadwick, J. T., 53 Douglas st., Manchester

Unattached.

19417 Whittier, Albert E., So. Newmarket

NEW JERSEY DIVISION—4—656.

Hudson Co. Wheelmen.

19399 McLaughlin, Geo. E., 237 Warren st., Jersey City

Owl Bi. Club.

19452 Parker, Albert C., Bordentown

Unattached.

19400 Chew, Chas. M., Millville

19488 Johnston, Walter, Washington

NEW YORK DIVISION—35—2188.

Brooklyn Bi. Club.

19428 Allen, M. L., 705 Carroll st., Brooklyn

19429 Brudner, F. N., 91 Harrison pl., " "

19430 De Witt, H. G., 850 Union st., " "

19435 Quimby, C. F., 273 Ryerson st., " "

19431 Harding, G. S., 239 St. John's pl., " "

19432 Hegeman, T. B., 501 Lafayette ave., " "

19433 Kenyon, W. N., 216 Berkeley pl., " "

19434 Powell, B. A., Hempstead

Buffalo Bi. Club.

19490 Bliss, Wm. A., 85 Lexington ave., Buffalo

19491 Courtver, Geo. H., 222 Virginia st., " "

19492 Jackson, B. F., 687 Prospect st., " "

19493 Johnson, W. H., 177 Morgan st., " "

19494 Seal, Jos., 385 Main st., " "

Glen Cove Wheelmen.

19460 Skinner, E. Darwin, Glen Cove

Manhattan Bi. Club.

19459 Coulter, W. L., 1117 10th ave., New York City

19436 Josephthal, Ernest, 128 E. 72d st., " "

Troy Bi. Club.

19401 Beiermester, C. F., Troy

19402 Cridge, A. G., " "

19403 Lisk, E. H., " "

19404 Friggs, R. C., " "

19405 Little, S. J., " "

19406 Magill, L. B., " "

19407 Magill, W. D., " "

19408 Marks, H. B., " "

19409 Mead, Zach A. Jr., " "

19410 Parmelee, B. G., " "

19411 Pombo, F. W., " "

19412 Salisbury, C. E., " "

19413 Smith, W. M., " "

19414 Ulrichs, Fred A., " "

19415 Van Keulen, J. F., " "

19416 Wheeler, Frank, " "

Unattached.

19438 Stanley, B. S., Box 145, Cazenovia

19439 Schullinger, J., 238 East 58th st., New York City

19437 Abraham, Reuben, 46 E. Jefferson st., Syracuse

OHIO DIVISION—5—799.

Central Wheelmen.

19462 K



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LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

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Our goods are made in beautiful colorings, in **Plains**, in **Stripes** and in **Mixtures**, for **Bicycle**, **Gymnasium**, **Lawn Tennis**, **Yachting**, **Rowing**, **Base Ball**, **Dress Suits**, etc.

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Our **Jerseys** in **Plains** and **Stripes** are beautiful goods, and made in all colors and mixtures, with **Long Sleeves**, **Short Sleeves**, and **Sleeveless**, with **Low Necks**, **Single Collars**, **English Turn-over Collars** and **Laced fronts**, and for comfort, beauty and elasticity are not excelled.

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Correspondence invited.



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THE PLEASURES OF CYCLING. The latest English book on the sport, delightfully illustrated and full of information. 50 cents. For sale at Bicycling World office, 12 Pearl st., Boston.

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FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the **CINCINNATI BICYCLE CO.**, A. A. Bennett, Proprietor.

HUMBER CRIPPER TRICYCLES, genuine Heuston make, new and of latest pattern, 20 per cent. less than cost. This is rather an "off year" for the three-wheeler, thanks to the Safety boom, but we are going to sell Tricycles as well as Safeties. Don't buy a machine for your wife or daughter before writing us. **L. H. JOHNSON**, 401 and 403 Main street, Orange, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. **NEW YORK BICYCLE CO.**, 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address **MANHATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York.

TANDEM TRICYCLES of Latest Pattern, both **Humber** and **Cripper** types, new and second-hand, at unprecedentedly low prices. Let us know what you want, and we will suit you. **L. H. JOHNSON**, 401 and 403 Main st., Orange, N. J.

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WANTED AT ONCE—Cheap second-hand wheels to sell on commission; rates low and a good market. Correspondence solicited. **BAINBRIDGE BL. AGENCY**, Bainbridge, N. Y.

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CARTER'S Foot Rest, FOR THE STAR, For Easy Coasting.

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OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. **DR. J. STEPHENS**, Lebanon, Ohio.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

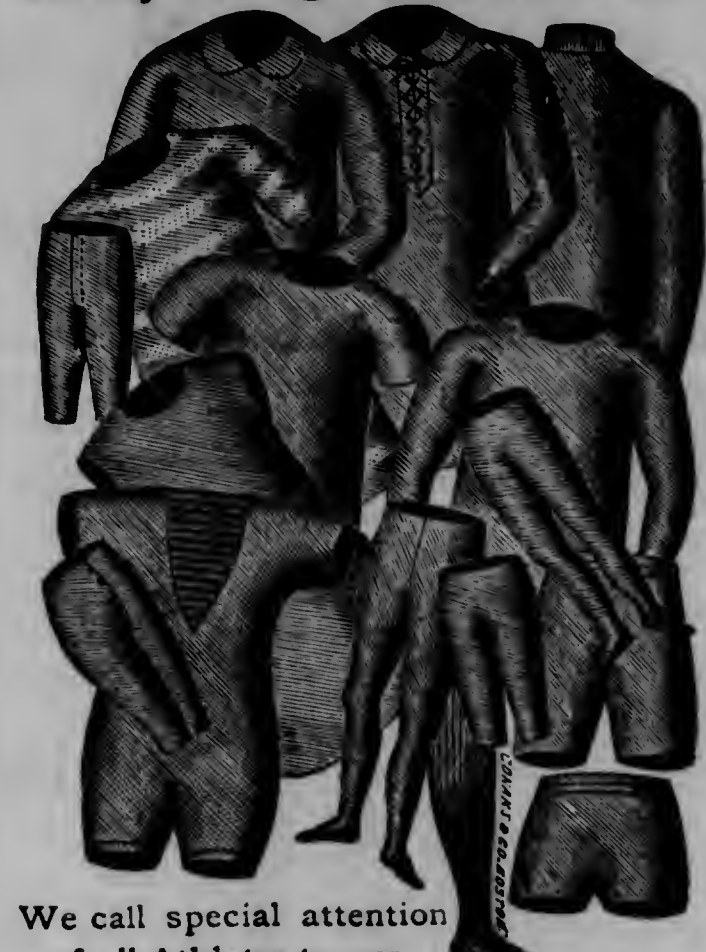
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THE CYCLIST, the leading paper of England, a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturtevant and C. W. Nairn. \$2.50 per year, including postage.

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Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List. Manufactured by

HOLMES & CO.,

17 Kingston St., Boston, Mass. Please mention this paper.

Jersey-Fitting Underwear Co.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

PRICE \$1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

MANUFACTURED BY THE

Jersey Fitting Underwear Co. 17 Kingston St., Boston Mass.

OLYMPIA. A monthly magazine (English), devoted to cycling, lawn tennis, cricket, rowing, fishing, hunting, shooting and every known sport. \$3 a year post free. For sale by Bicycling World Co., 12 Pearl st., Boston.

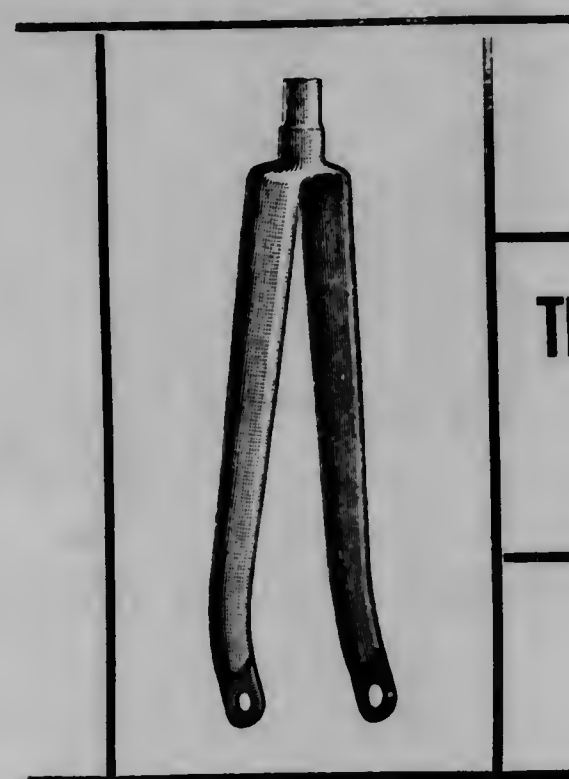
CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cyclodrom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

Greatest Possible Rigidity
for Given Weight of Metal.

In Only Three Pieces.

A Record of Never Breaking
or Twisting.



The Columbia Elliptical, Cold-Drawn,
Seamless-Steel, Tubular Rear Forks.



THE MOST COMPREHENSIVE
CATALOGUE FREE.

POPE MFG. CO.,

BOSTON,

NEW YORK,

CHICAGO.

THE FAMOUS, STAUNCH, RELIABLE Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 29 JUNE, 1888.

Volume XVII.
Number 9.



SPECIAL.

All Advertisements in this Department 20 cents a line.

VICTORS AND COLUMBIAS cheaper than ever before. Full lines, 48 to 58 inches. Cash or instalments. Discounts to agents. Wheels sent on approval. Let us know just what you need, and we will make the price right. List free. L. H. JOHNSON, 401 and 403 Main st., Orange, N. J.

ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 24-hand; Victor Bicycle, 24-hand; New Rapid, 57-inch, 24-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

HUMBER CRIPPER TRICYCLES, genuine Heuston make, new and of latest pattern, 20 per cent. less than cost. This is rather an "off year" for the three-wheeled thanks to the Safety boom, but we are going to sell Tricycles as well as Safeties. Don't buy a machine for your wife or daughter before writing us. L. H. JOHNSON, 401 and 403 Main street, Orange, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

TANDEM TRICYCLES of Latest Pattern, both Humber and Crimper types, new and second-hand, at unprecedentedly low prices. Let us know what you want, and we will suit you. L. H. JOHNSON, 401 and 403 Main st., Orange, N. J.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886. **CARTER'S Foot Rest**, FOR THE STAR, FOR EASY COASTING.

Price, \$1.00. Send to HOWARD A. SMITH & CO., Oraton Hall, Newark, N. J.

THE NATIONAL A HIGH GRADE BICYCLE

WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO., 55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

L. A. W. BADGES, For Gold Pins of the Official Design, send direct to **CHAS. H. LAMSON**, 177 Middle Street, Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 68 Broadway; G. R. Bidwell's, 313 West 53th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

REPAIRING Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S, 100 Sudbury St., Boston, Mass.

BETTER THAN EVER.

PUNNETT'S JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT, Merchant Tailor and Athletic Outfitter, ROCHESTER, N. Y.

BEFORE BUYING, SEE OUR LISTS.

HART CYCLE CO., No. 811 Arch St., Philadelphia, Pa.

THE STRONGEST KNOWN Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

CYCLISTS' TOURING CLUB

FRANK W. WESTON,

UNITED STATES CHIEF CONSUL,

Savin Hill, Boston, Mass.

DUES FOR FIRST YEAR, \$1.00. AFTER FIRST YEAR 75 CENTS PER ANNUM.

Membership application blanks and any required information on club matters can be obtained by applying as above and enclosing a stamped addressed envelope for reply.

RENEWAL NOTICE.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Clarke, Chas. M., 110 Diamond st., Pittsburg, Pa.
Fales, Frank L., 24 Franklin st., Milford, Mass.
Johnson, Lewis J., 24 So. Bow st., Milford, Mass.
Littleford, Thos. S., 414 and Plum sts., Cincinnati, Ohio.

McCargo, Chas. S., 162 Ridge ave., Allegheny, Pa.
Stephenson, Abram B., 141 North ave., Allegheny, Pa.
Windock, A. P., 4232 Fifth ave., Pittsburg, Pa.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street, BOSTON, MASS.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. **Cash must accompany the order.**

GREAT BARGAIN—36-inch Kangaroo; nearly new; ball bearings; Sparkbrook Tricycle; open front, ball bearings. Address J. W. CARTER, 172 Columbus ave., Boston.

FOR SALE—Or will exchange for bicycle worth \$100—new unused Canoe. G. L. MAGILL, First National Bank, Chicago.

FOR SALE—50-inch Oxford, \$45; 52-inch Rudge, \$60; 52-inch British Challenge, \$40; 54-inch British Challenge, \$40. A. J. KOLP, Scranton, Pa.

\$35 BUYS a 50-inch Standard Columbia; in good condition; everything sound. Box 82, Muncy, Pa.

A RARE BARGAIN—54-inch Expert Columbia; in keeled and enameled; ball bearings all around; in first-class condition. Cheap for cash. Address Box 21, Penn Yan, N. Y.

RUDGE HUBBER TANDEM—Good as new; 52 or 54-inch road seat. Will sell very cheap. Address F. W. SHERBURNE, Barre, Vt.

\$185—Quadrant Tricycle, nearly new, for sale at very low price. WM. J. HUMAN, 440 Water st., New York.

FOR SALE—A 48-inch semi-racing Star, in fine condition. P. O. Box 32, White Haven, Pa.

58-INCH Columbia Racer for sale, very cheap; nearly new; spade handles, rat trap pedals, tangent spokes. C. J. CONOLLY, Rochester, N. Y.

FOR SALE—Victor Bicycle, 52-inch wheel; used one season. Cost \$140; price now \$65. This is a rare bargain. Call or address J. A. CLAFIN, Bank of Redemption, Boston.

FOR SALE—Columbia Light Roadster, 51-inch, latest pattern, entirely new; ran only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, \$165. Will sell at sacrifice, including everything. Address W. care Geo. D. Hazard, 83 Equitable Building, Mass.

FOR SALE OR TRADE—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

FOR SALE—A Columbia Tandem, new in 1887; in perfect order. Address A. H. FLACK, Claverack, N. Y.

AN EASY MATTER to keep perfect record of riding. The Cyclist's Record Book, 50c. C. D. BATCHELDER, Sanford, Me.

Patent applied for. "A" Bracket rests on brake spoon. "B" "B." Hooks over handle bars. "C." Straps. "D." Passes under brake spoon. Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade. C. H. SMITH, 249 Woodward avenue, Detroit, Mich.

MARTIN RUDY, JOHN HARRIOTT, MANUFACTURER OF

Bicycle and Athletic Medals, CLUB PINS & BADGES, DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

SAFETY INDISPENSABLE. By Henry Sturtey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

Stolen! Reward!

On June 20th, my No. 15 Quadrant Tandem, No. 2362, was stolen between 3 and 5 P. M., from the store corner of 134th street and Seventh avenue, New York City.

Machine was nearly new; had on it a Lakin Cyclometer, nicked "King of the Road" head lamp, chime bell and a Lamson Bundle Carrier.

I will give a reward of \$25 for the return of the machine, or information leading to its return, to 2285 Seventh avenue, or 112 Liberty street, New York City. W. M. FRISBIE, League No. 6426.

The Cyclist's Road Book

—OF—
Connecticut and Westchester.

BY CHARLES G. HUNTINGTON.

By Mail, \$1.50. Connecticut Members of the L. A. W., \$1.00.

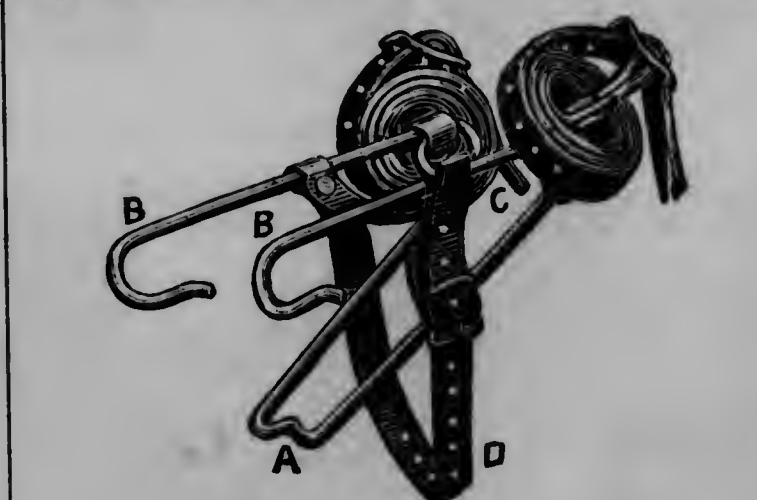
Address
D. J. POST,
Drawer 11, Hartford, Conn.



TOULMIN'S BUFFALO BICYCLE SHOE, Is made of the finest genuine Kangaroo in every size and width. Price, per pair, \$3.00. Liberal discount to club and Bi. Agents. **Send for Circular.**

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.) "A." Bracket rests on brake spoon. "B" "B." Hooks over handle bars. "C." Straps. "D." Passes under brake spoon. Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade. C. H. SMITH, 249 Woodward avenue, Detroit, Mich.

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Send 6c. for 20 Samples and rules for

Buy no more Ready-made Clothing. Send for samples, light or heavy weight, make your own selection, take your measure by our simple rules, and order a pair of our Celebrated \$3 Custom-Made Pants, or finer goods if you desire.



THE BAY STATE PANTS CO, Custom Clothiers, 34 Hawley St., Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

L. A. W. CARDS.

Engraved and printed from Copper Plate. The neatest L. A. W. design ever gotten out.

50 Cards with Name, \$1.00, Postage Paid.

JOHN HANLEY,

Bookseller, Stationer and Printer, 171 Woodward Avenue, - Detroit, Mich.

THE NATIONAL A HIGH GRADE BICYCLE.



THE CENTAUR MEDIUM GRADE YOUTHS APOLLO WHEELS.

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TO THE FRONT AGAIN. Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps



The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!

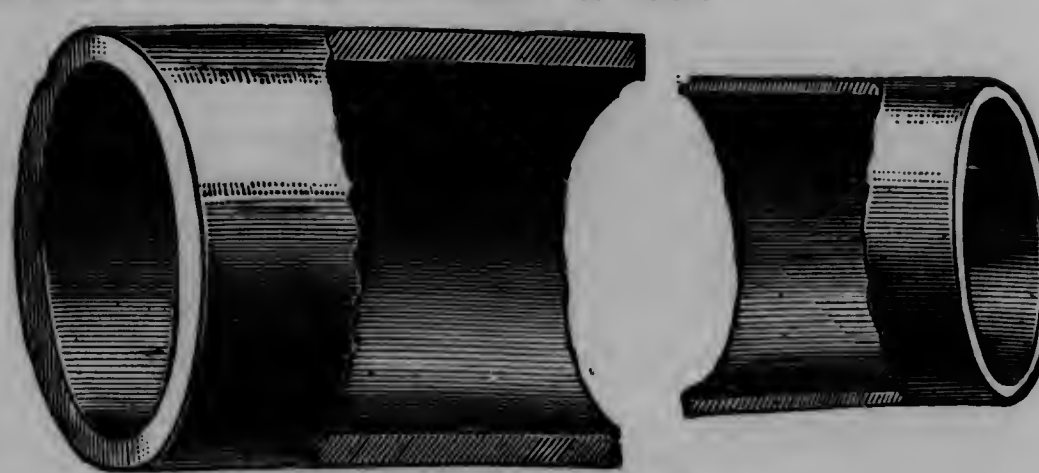
NEW MAIL.

Specialties Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside.
Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

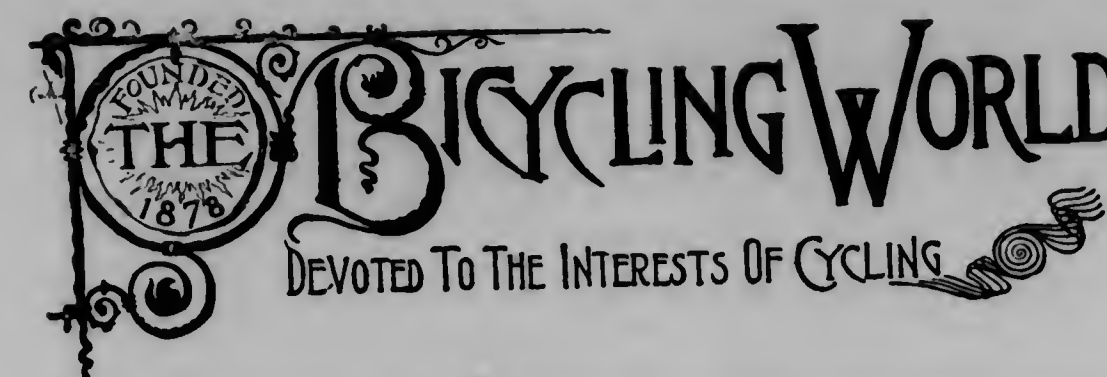
To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 29 JUNE, 1888.

WE understand that a suggestion was made by certain members of the League during their visit to Washington to make a formal address to President Cleveland, setting forth the L. A. W.'s strong points, aims and objects, especially as looking to improved highways. The idea was a good one, and we are rather sorry it was allowed to slip by. The moral effect might be good.

THE WORLD has always held to the idea that because a man rode a wheel of some description it was not any reason why he should be allowed a special dispensation permitting him to depart from his usual gentlemanly deportment and play the role of a barbarous Yahoo or a North End rowdy. Men will be boys, and sometimes the savage gets the upper hand in our make-up, and causes us to do things and perform acts which in our thoughtful moments we are ashamed of. If men, however, feel the Yahoo nature rising in them, if they are conscious that the instincts of a North End rowdy are getting the upper hand, then it behooves them to hie themselves to spots where the Yahoo flourishes and the North End revels. There are times and places for everything, and whether the hour of 8 P. M. is the time, and the public corridors of a first-class hotel is the place for a supposed refined and civilized being to air the Yahoo and rowdy element that for the time has possession of him, is a question our readers can decide as well as we can. It is a painful fact that there is too much of this outrageous disregard for other people's feelings among cyclists. A case in point is that of an extremely good hotel not one hundred miles from Salem, Mass., the proprietor of which has actually taken the stand that he does not want the cyclists' patronage because of the conduct of a certain class of rural rowdies, and city cubs who have made themselves obnoxious to the decent, respectable guests of his hotel. The trouble is that the odium of such conduct falls on all alike. Taking it for argument's sake that five per cent. of riders

are of the obnoxious class, the other ninety-five per cent. must suffer. It takes a very small percentage of any club or class to bring disrepute on their more respectable associates or kind. When comes to pass that through the savagery of a few cyclists, all who wear shorts and ride a bicycle are looked on askance, it is about time to take some measures to stop such exhibitions. For our part we should like to see every club and the League make a rule to expel any member who has been found guilty of any act unbecoming a gentleman, and if the prancing round the halls of a hotel at an early hour in the evening in scant attire, insulting the servants of a hotel and drenching the beds of lady guests with water, is not unbecoming in a gentleman, then we would like to know what is. Heretofore charity has kept our pen quiet to a certain extent, but hereafter when any well established case of a breach of the rules that govern common, decent behavior comes to our knowledge we shall not hesitate to handle the matter without gloves, and hold up the culprits to the contumely they richly deserve.

THE LADY OF THE TRIKE.

ON magic wheels
She swiftly steals
O'er paths her fancy striking;
Beware the maid
Thus early strayed,
On dewy roads a-triking.
As on she whirls,
This queen of girls,
The rosy light is gleaming
O'er face so bright,
A tempting sight,
'Twould set a hermit dreaming.
The morning mist
The wild rose kissed,
And sweet its perfume rising;
Her light wheels sweep
'Gainst flowers asleep,
That wake with sweet surprising.
'Twas chance, no doubt,
That brought you out,
For early morning biking;
'Tis tempting fate,
You'd best be late,
When my lady goes a-triking.

June 12, 1888.

"WHIRLIGIG."

NEW JERSEY DIVISION POSTPONEMENT.

(Special to the World.)

AFTER consultation between Dr. Cooley, Chief Consul, and committee from Orange Wanderers, it was decided to postpone the annual meet of the New Jersey Division from 4th July to 14th and 15th September. The programme will be an exhaustive one; runs and races on the Roseville track, and hill-climbing contests in variety. Big riders and big prizes. Orange Wanderers' five-mile handicap race on Roseville track, 5.30 P. M., July 3. RATCHET. Newark, N. J., June 27, 1888.

THE NEW CASTLE BICYCLE CLUB PROGRAMME.

THE races to be given by the New Castle (Pa.) B. Club, July 4, will comprise the following events:

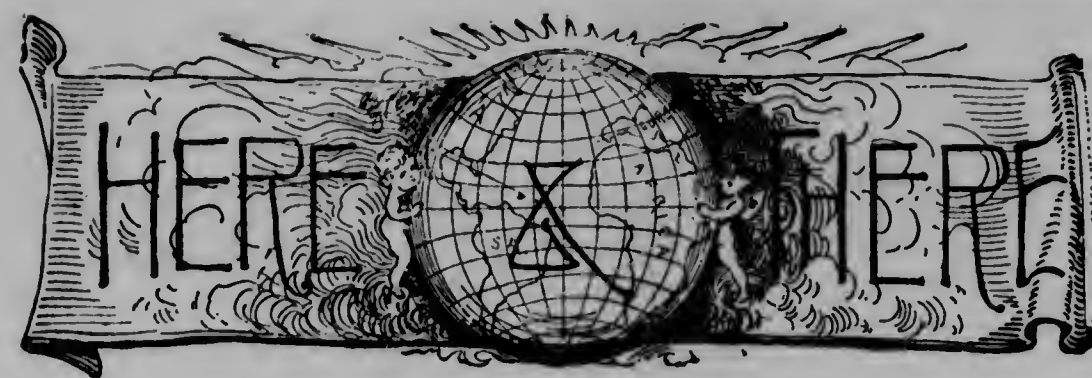
On Jefferson Street Hill, 10.30 A. M., sharp—Hill-climbing contest.

At Wheelmen's Park, 2.30 P. M.—One mile, novice; quarter mile, State championship; one mile, open; 3.30 class, one mile; half mile, national L. A. W. championship; half mile, boys under 15; quarter mile, open; one-mile, State championship; two mile, lap race; 3 minute class, one mile; quarter mile, boys under 12; one mile, Rover type safety; half-mile, open.

NOTE.—Novice and 3.30 classes for machines weighing not less than thirty pounds. Class races must be won within ten seconds of the limit, and open races as below, or no prize will be awarded: Quarter mile, 45s.; one mile, 3.10; half mile, 1.35; two miles, 6.30.

Special circumstances requiring any change in limits will be announced from Judge's stand.

Special rates at hotels have been secured for visiting wheelmen. Entries close July 2; fee, fifty cents. Address C. L. White, New Castle, Pa.



CHICAGO ITEMS.

I LEARN from good authority that the Chicago Club are about to issue a road book showing important roads and routes in this vicinity. This book will certainly fill a long felt want, as nothing of the kind has been obtainable heretofore. The book will contain several desirable and expensive maps, and all information will be condensed as much as possible. The club is to be congratulated for having taken this step, and the book will certainly meet with a ready sale at fifty cents per copy. The greater part of the road information is the result of five or six years of personal touring by the various members of the club, chief of whom is Burley Ayers, who is a guide book of himself. The Chicagoans have withdrawn their rule restricting their rooms to the use of members only, at the request of many outsiders, who find the rooms very convenient for spending a half hour after dinner. The club rooms are now open to every one, and wheelmen will find papers, pool table, cards, smoking and wash rooms at their disposal.

The Illinois Cycling Club had a run to Wheeling on the 11th that was fairly well attended.

The South Side Tricycle Club will hold a picnic at Riverdale on the Fourth, with perhaps a week's outing in Waukegan County, Wis., later in July.

SPOONER, of the Lincoln Cycling Club, is developing considerable speed of late. On the 10th he won the five-mile road race of his club in remarkably good time.

A LARGE party of Chicago riders will start June 30th to wheel from here to Peoria in three days, taking the night train at Peoria, arriving in Springfield the morning of the 3d.

The general impression is that Winship should not have accepted the time medal in the Pullman race, as the admittedly confused timing made a decision impossible where the times were so close as were his and Van Sicklen's.

The Chicago Division of the Illinois L. A. W. had a combined run to Pullman on Sunday, the 17th. The heat was intense, but the turnout was large, though it might have been much larger had proper notice of the run been given, many wheelmen not knowing that it was to take place.

It is reported that Winship has challenged Van Sicklen to contest another race over the Pullman course. Under the present circumstances it is thought that Van will pay no attention to such a challenge. Van holds the record now, and intends to hold it. Whether he can do it successfully or not remains to be seen. Those who know him of old have great faith in his grit and staying qualities.

The Illinois State Division meet to be held in Springfield July 3d and 4th has every promise of eclipsing all former efforts in this direction in the West. We have been tendered the freedom of the city, will have the use of the Senate Chamber in the \$4,000,000 Capitol for the division meeting, and goodness knows how many other things we are to have. A good time is assured, and the wheelman who misses it will—well, miss it.

The re-instatement of Geo. Hendee is looked for by the many friends that he made while here. His application for League membership has been presented, it being announced by him that he has permanently retired from the race track. Phil Hammel is another one of our old racing men who would like to return to the fold, and I think he should be allowed to do so, as Phil was never a professional at heart. [He has been taken back—Ed.]

I NOTICE a glowing account of how Lumsden rode the "Sand Patch" in the Pullman race. If he did ride it he certainly showed poor judgment, as one can walk at a faster pace and with much less exertion than when riding. The correspondent who states that Lumsden is the first cyclist to ride through this "wheelmen's Jonah" was mistaken. Joe Powell and Hal Greenwood are both reported to have ridden it some years ago; the actual credit of having first ridden it under ordinary conditions undoubtedly belongs to Thorne. Van Sicklen and Burley Ayers have since "got the hang" of it.

MINNEAPOLIS NOTES.

"VERNON."

hand and a time-table in the other.

FRED BOWERS and Charles Wicht are in hard training for their race at the millers' picnic, Saturday.

LAST Sunday E. J. Hale, Colie Bell, Geo. Bartlett, W. J. Reid, A. M. Buchanan and Chas. Wicht went to Wayzata, and returned by way of Minnetonka Mills. It being 90 degrees in the shade no fast riding was indulged in. At Wayzata, Hale and Bell had a little hill climbing contest, but both came in a "dead heat," as usual. They tried the hill back of Wayzata, and found it not only being steep, but also sandy, especially at the top. From Wayzata to Minnetonka Mills, Hale and Bell beat the other men about twenty minutes. It is only a matter of five miles, but it took the first-named an even hour to make it. The road is through dense woods, and is not traveled enough to get it smooth. Buchanan was taken with the cramps before he got to Wayzata, but he very pluckily held out until they got back to the city. He declared he would never ride a bicycle any more, or take part in any more of the club runs, but Thursday night he was around at the club rooms trying to find some one to take a spin down to St. Paul to see the ball game. Speaking about ball games reminds me that President Roach of the Standard Bicycle Club, of St. Paul, was here the other day and wanted to know "when we wanted to play ball." The boys down there had seen the little note that I had put in one of my letters, and had worked themselves up to fever heat about it. The Minneapolis cyclists will have to play ball now, or take water.

NEW JERSEY NOTES.

"RATCHET."

THE Baltimore tourists who started from this city and Orange, had a sad experience, according to all accounts. The woes of the Orange Wanderers are thus covered by the *Orange Chronicle*, 23 June: "The Orange Wanderers had a rough experience in their century run on Saturday last. Twenty-one men started from the club house at 4.50 A. M., and got along well enough until Elizabeth was reached. Then mud eight inches deep was struck and the fun began. Seven of the men gave up, and the remaining fourteen reached Rahway three-quarters of an hour late. New Brunswick was reached over an hour too late for breakfast. Two more men dropped out. The roads began to dry up, and Princeton was reached in good time. They then ran into a series of terrific thunder showers. They rode through three and were drenched to the skin. They reached the outskirts of Trenton and laid up over two hours in a brick yard shed, half famished. They were then half a mile from their hotel, where dinner was awaiting their arrival. The hotel was reached three and a half hours later. At Trenton ten took a train to Philadelphia and six went on to the L. A. W. meet at Baltimore. They returned on Wednesday. The married members of the club were much impressed with the lady bicycle riders. One member, while in company with one of the fair riders, became so oblivious of the surroundings that his machine ran into a rut, and he took a header, resulting in breaking up his wheel and himself. The club will make another attempt in the fall."

CHARLES STENKEN stopped at the University track in Philadelphia, to practice on his way to Baltimore, and beat the record on that track in 2.51 1-5.

The latest rumor in this vicinity is that a 24-hour hill-climbing contest is to be arranged, the battle ground to be Eagle Rock. I hope, however, that we will see many moons before such a scheme assumes a tangible shape.

THE one-third of a mile bicycle handicap at the Orange Athletic Club's games on the Roseville cycling grounds, 23d, was won by Harry A. Wolcot (scratch), in 57 1-4s.; W. Keck (30 yards), second, 59 1-4s. C. Henning, H. S. Baker, 30 yards each, also started. Wolcot won the two-mile handicap from scratch, in 7m. 19s.; Keck, second.

THE Oranges will be the scene of a big blow out on Independence Day. The New Jersey Division, L. A. W., will hold its annual business meeting in the morning; have a parade after dinner, and later in the afternoon hold a grand race meet on the famous Roseville track. When it is announced that the Orange Wanderers have the affair in hand, it is safe to wager that it will be a success.

A FEATURE of the opening of the new grounds of the New Jersey

SEVERAL of the boys took advantage of the cheap rates between here and Chicago, and went down Saturday night. W. P. Pauley was seen spurring down the avenue with a grip-sack in one

Athletic Club, at Bergen Point, July 4, will be the cycling events, six of which are on the programme. The quarter-mile cinder track is pronounced excellent. The races will begin at 1.30 P. M., and with "Jonah" Wetmore as prime manager, are bound to be successful. The events will be open to all amateurs riding machines weighing 35 pounds or over; entrance fee, 50 cents for each event; entries close June 28. The programme announces a one-mile novice, two-mile novice, one-mile for members of N. J. A. C., one-mile handicap, two-mile handicap, one-mile consolation. First and second prizes will be awarded in each event. I understand the Plainfield B. Club will decide their club championship on the grounds, but cannot state it for a fact.

LONG ISLAND NOTES.

"WING-FOOT."

THE great lantern parade of the Kings County Wheelmen took place on the evening of Thursday, the 21st inst. The line formed on Brevort Place, right resting on Bedford avenue opposite the club house, which was gaily decorated with lines of Japanese lanterns depending from the balconies to the street, and arching the street between the electric poles. The members of the Brooklyn Ladies' Tricycle Club were gallantly given the right of line immediately after the Marshal, Captain M. L. Bridgeman, and the pace-makers, Messrs. Douglass and Hibsen. Following the ladies, came the Kings County Wheelmen, seventy strong; the Brooklyn B. Club, seventy men; the Universal Cycling Club, forty men; and a large number of unattached riders, in all nearly 250 riders. With the Kings County Wheelmen rode Charlie Schwalbach and Eddie Austin, as they were familiarly called, mounted on a tandem over which was raised an immense Japanese umbrella, surmounting the top and hanging from the points of which were seven large lanterns. The rig presented a very beautiful appearance, but, as Charlie afterward said, "it was blankish hot." The route was down Bedford avenue to Division avenue and return. The sidewalks were crowded with the usual number of "fair ones," and the favorites, especially the pace-makers, received generous applause. After the parade the club received its friends at the club house, where an elegant spread and entertainment were provided. The Brooklyn small boy was more than usually present, and but for the presence of the police would have precipitated several murders before the start. The police were, in fact, more than usually efficient, which is probably attributable to the presence of Superintendent Campbell, who is as ambitious as anybody to be known as one of the boys.

THE Universal Cycling Club is commencing to attract notice not only by the large numbers it turns out, but by the excellence of their riding.

MESSRS. IRWIN and Ebbets, of the Huntington Bicycle Club, took a little trip to Brooklyn on Saturday, having been entertained in the meantime by the Brooklyn B. Club.

THE Brooklyn Ladies' Tricycle Club enjoyed their first moonlight club run down to Coney Island and return Wednesday night (20), with several gentlemen to accompany them, and although some of the ladies were somewhat tired by the length of the trip, they are still as enthusiastic as ever. In the fall they expect to increase the membership very largely.

THE probability is that this month will be a monumental one in the way of records on the road. Within the past two weeks a number of centuries have been made besides the great century, and of course the latter will bring up the club records very materially. The mileage of the Brooklyn's aggregation, on the century alone, will foot up nearly 520 miles.

THE Brooklyn Bicycle Club will hold their club road championship races on the Fourth of July, and their one-mile novice and one-mile championship races on the Queens track on the same day. In addition to these the following races will be run on the Queens track on the Fourth: One-mile novice, roadsters only; two-mile handicap, roadsters only; half-mile, for boys under fifteen; one-mile safety race, and an open event. Particulars later.

A GRAND afternoon parade will be held to-morrow, the 30th, by the Brooklyn B. Club, assisted by the other clubs from Brooklyn, New York and the island. Captain Spelman expects, weather always permitting, to have very close to 500 wheelmen in line, and judging from the success of the Kings County Wheelmen's parade, there should be nearly if not fully that number. The line of the parade will be as follows: Form on St. Felix street, right on Hanson place, to Flatbush avenue, to Sixth avenue, to Union street, to Henry street, to Montague street, to Clinton street, to Schermerhorn street, to Lafayette avenue, to St. Felix street and the club house,

where refreshments will be served. The line moves promptly at 4 P. M. (N. B.—Guests will please be careful not to trample on the luxuriant lawn in the rear of the house.)

NEW ENGLAND.

"THE FOTLIST."

NOT one thousand miles from Biddeford, Me., there lives a journalist who rejoices in the ownership of a bicycle. We say "rejoices," with certain misgivings, as we learn that the bold, bad youths of the town where abideth this scribe, take delight in placing pins, with the business end up, in the saddle of the newspaper man. We are further informed that the same evil-disposed youths take fiendish delight in capturing the aforesaid bicycle and hiding it away while the newsgatherer is "inside" somewhere "seeing a man," or in search of the evasive, though toothsome item. The last adventure of this character occurred a few days ago, and after having spent half a day looking for the missing wheel, and having discovered it on the awning of a store he took a seat upon a flour barrel in front of the store, and as he wiped the perspiration from his face with an office bandana, he fell into a meditation upon the many advantages of owning a bicycle, and as his thoughts reverted to the occasion he vaulted into his saddle which was bristling with pins, a look of quiet determination settled upon his face, which somehow seemed to convey to those who were watching him the impression that his bicycle could be bought very cheap.

THE Columbia Club, of North Attleboro' Mass., clambaked and base balled at the annual field day of the club last week. The two nines, actives and associates, scored 78 runs in five innings!! National League manager will please take notice.

THE parade at Springfield, Mass., last Friday proved a great success. There were over 175 men in line. The Springfield Club turned out twenty-three men; the Y. M. C. A. Bicycle Club, twenty-eight men. So pleased were the participants that they want the promoters to get up a lantern parade.

THE Wethersfield, (Ct.) bicycle Club road race, June 22, was a grand success. Mr. Frank Morton started the five who compose the youngest riders of the club, the older ones acting as pacemakers. C. H. Hammer took the lead immediately and held it, not being headed once; W. H. Warner started last, and was in the rear when passing Amidon's corner, but finished second. The time of each was: C. H. Hammer, 5m. 45s.; W. H. Warner, 5m. 50s.; C. W. Fenn, 6m.; T. B. Dix, 6m. 4s.; V. J. Bailey, 6m. 7s.; distance one one-half miles.

THE Rhode Island Division may not be large, but it is lively, and its members are workers, if we may judge from the following clipping: "Messrs. Dole, Bennett and Gibbs rose bright and early the other morning and loaded with the new League road boards, plastered the available poles and trees along the highways with them. Chief Consul Davol and the Warren wheelmen have, some time since, set up the boards over their route, and the work of signposting the principal highways of the State is now nearly completed." There is a moral and hint here that "those who run can read."

A CURIOUS case is now being heard in the Supreme Court at New Haven, Conn. It seems that John C. Thompson, the plaintiff, used to keep a rubber and bicycle store on Orange street, and bought goods of the Beacon Valley company on credit and to sell on commission. When he failed he had returned some goods to the manufacturers and the rest were turned over to the trustee. The Beacon Valley Rubber Company, by its attorney, Mr. Sweeney, of Naugatuck, induced City Attorney Cable to issue a prosecution against Thompson for embezzlement. After a lengthy trial Thompson was acquitted by the city court, and he at once brought suit, claiming \$5000 damages. It was tried by a jury in the superior court last spring and a verdict was given for the defendant. Mr. Thompson appealed to the courts, where it is now being tried.

NEWS

AND COMMENT.

WHEN cyclers ride on the sidewalk in defiance of the law and pedestrians' rights, and when the same individuals, on being remonstrated with, retort "I don't care a hang for the law," then it is time that the law step in and make these sidewalk fiends care just a little bit. These remarks are prompted by reading a certain item in the Rochester (N. Y.) *Union*.

SEVENTY-SIX races, sixty-two firsts, eight seconds, and two dead heats is Temple's racing record during the period of his stay in Europe.

BINGHAMTON, N. Y., will hold a tournament August 6th. We will give particulars more in detail later.

AN exchange says "the hill-climbing cranks are hard at it." Yes, the "cranks" are at it, and so are the "levers."

MR. WELLS warns riders against the danger of over-doing in hill climbing. Men with no training or not having proper physiques are in danger of over-exerting.

THE Crawfordsville, Ind., meet on July 4th is an assured fact as the quarter-mile track is completed. An attractive programme is arranged, and the mile State championship will be run. All wheelmen are cordially invited.

THE Fort Dayton Wheelmen, of Herkimer, N. Y., will hold their first race meeting at the Herkimer Driving Park on July 4th. The value of prizes will aggregate \$200. The track is fine, and the prospects for a successful meeting is good.

IF there is one thing more than another that delights the heart of the Pennsylvania Club man it is to scorch some unfortunate member or members of another club. Perhaps the Washington men can tell us something about this peculiar trait?

MR. HOWARD M. WHITE, of Trenton, claims the honor of being the only Trenton wheelman who accomplished the century run from Newark to Philadelphia on the 16th. He does not understand why his name was omitted from the list of those who went through.

THE statistics of club representation in the parade at Baltimore as published in the Baltimore papers and reprinted in our New York contemporary contain some glaring errors. For instance the Boston Club is credited with 45 men, while in reality there were only three or four.

MR. R. PHILIP GORMULLY, President of the Gormully & Jeffery Mfg. Co., of Chicago, was in Boston last week, and we regret that when he called at the office to see us we were out. Mr. Gormully left the torrid climate of Boston last Saturday for the more moderate latitude of Chicago.

CAPTAIN KENDALL, of the Boston Club, is getting up a complimentary run in honor of ex-Captain Whitney. The destination and dining place will be Great Head House, Winthrop. Associate members will take the B. R. B. & L. R. R. R. J. Tombs will pilot the associates.

AN English Bishop, anxious to obtain statistics about his clergy, sends a blank form to the church wardens, among which the question of "what carriage and general deportment does Mr. —, your Vicar possess?" The answer on one of the blanks came back: "Our Vicar, Rev. Mr. —, does not own a carriage, he only has a tricycle," etc., etc.

THE English papers seem to look on the fashion of members of clubs passing appropriate resolutions on the death of a fellow member as being "singular." For our part we regard this English view as being something very odd. Is there anything singular in a "family of men" taking some such action on the death of a valued comrade? We certainly fail to see the eccentricity.

LAST week M. S. Grant Tobias, one of our brother wheelmen and also Consul for East Mauch Chunk, while on his way pedalling through East Mauch Chunk suburbs, took a severe header, the consequence of which was a fracture of the right arm above the wrist. Mr. Tobias has our sympathies, and also our congratulations, as he holds accident policies which will well support the arm.

THE California L. A. W. Division nominated the following Division officers' ticket to be voted on at the State annual meet July 4: Edwin Mohrig for Chief Consul; J. Phil Percival, of Los Angeles, for Vice Consul; Alex S. Ireland, of Oakland, for Secretary-Treasurer, and George H. Frost of Pasadena, C. C. Moore of Stockton, and Dr. Thomas L. Hill of San Francisco, for representatives.

OUR friend Page, of St. Louis, is "at it" again. He says that some of the editors of the cycling press do not know how to spell. We wonder if Mr. Page can spell the following words—"insult, apology, crawl." Then again, we asked Mr. Page for the definition of the word "amateur," but up to date he has been unable to define. Will the great censor of the cycle press please answer, and excuse us for living?

THE question as to who is the oldest man in the League is getting to be an interesting one. Certainly our friend, No. 2753, who hails from San Francisco, has a fair lead so far. He writes: "In the 'News and Comment' column of your issue of June 1, I notice a claim by No. 5040 that he is fifty-nine years old and the oldest rider in the L. A. W. I shall be sixty-three years old next August, ride a

fifty-inch Xtraordinary, learned to ride in 1880, and have ridden ever since. Perhaps 5040 would be willing to handicap himself enough to make it even between him and No. 2753."

Wheeling gives some interesting accident statistics as to the number of persons killed and injured in the city of London during a period of twelve months. There were 127 killed by vehicles, and nine by cycles; there were 3986 injured, 53 by cycles. This is a fair showing and by no means indicates the cycle as being the limb-breaking, death-dealing machine the general public is fond of representing it.

No. 9760, of Bloomfield, N. J., desires to correct the statement that Coningsby was the first man up Eagle Rock on a crank machine. He says: "Allow me to give a little information for the benefit of those who read in the WORLD of June 8th that Mr. Coningsby's Victor safety was the first crank wheel on which Eagle Rock Hill has ever been climbed. The above statement was incorrect, for it is well known in this vicinity that Mr. R. D. Mead, of Roseville, has frequently climbed the hill on the 48 or 50 inch Harvad he used to ride a couple of years ago, and Mr. D. Oakes, of Bloomfield, succeeded in accomplishing the feat on Thanksgiving Day, 1887, on his 55-inch Regent, the machine put out by Trigwell & Co., of ball head fame. This latter ascent was witnessed by the writer. The hill has been found by measurement with a Lakin Cyclometer to be 61-64 of a mile long, from the sign post at the foot to the top of the last rise, and 7-8 of a mile to the upper bend. I hope we may some day see a statement of the grade, for I believe it has been ascertained."

"RECTUS," of Pittsburg, Pa., sends us the following cutting and comment on same: "A. C. Banker and F. G. Lenz, of the Pittsburg Cycle and Athletic Club, made quite a performance with the wheel yesterday. They left the city at precisely 5 o'clock and ran to Newcastle and back, a distance of 102 miles, in exactly four hours, arriving home at 9 o'clock." The above is an extract from the Pittsburg Times of this date (June 18). Such a performance will take the breath of even our California brethren, for it not only discounts their record, but a rider who can make 25 1-2 miles an hour for four hours on the roads between Pittsburg and New Castle is capable of anything on a track. Is it not wonderful, to say the least, that Messrs. Banker and Lenz do not hold more of our amateur championships? But I would suggest that, before they claim the record they go out ready for fast riding and adopt the plan of Messrs. Brewster, Matthews and Austin, of San Francisco."

THE experience of some of the Brooklyn (N. Y.) Club members at the Carrollton, Baltimore, Sunday and Monday evening should be a bitter lesson to these men, and one that should warn others inclined to be too funny. If the men implicated were the only ones hurt we should not care, but such actions as were reported are an absolute harm to cycling, an insult to the League, and a disgrace to the club of which they are members. If the inclinations of club members are of the character generally ascribed to the hoodlum let them choose some more befitting field for their antics than that of a respectable hotel like the Carrollton. It is too bad that a club should suffer for the actions of a few members, but the only way to do is to put the official stamp of its disapproval on those actions, and let the world know that it does not wink at such pranks.

TEMPLE INJURED.

(By Cable to the World.)

JUST as we go to press we are advised by cable that Temple has been seriously injured at Amsterdam, Holland. He fell from his bicycle on Wednesday last while practising, and was for hours unconscious. No bones were broken, but internal injury is feared.

CALIFORNIA DIVISION MEET.

AT Stockton, Cal., July 4, the State L. A. W. Div. will hold its third annual meet. The list of events—3-mile handicap race, 1-2-mile obstruction race, 20-mile L. A. W. State championship race, 1-mile L. A. W. State championship race, 5-mile national championship race, 1-mile handicap race, 1-mile novice race, 1-4-mile dash, 1-2-mile dash, 1-mile safety race (Rover type), 2-mile handicap race. There will also be a game of base ball, and in the evening trick riding, club drill, and a grand wind up with a dance. One of the crack bands of the State has been secured for the day, and will furnish music at the races and at the ball. The races will be started at 9.30 A. M., and the track on which they are to be run is a fine four-lap track; a writer describes it as being "simply immense."

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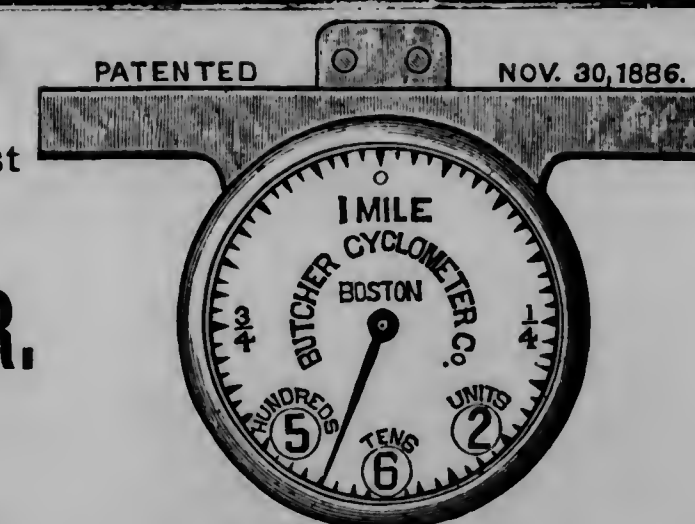
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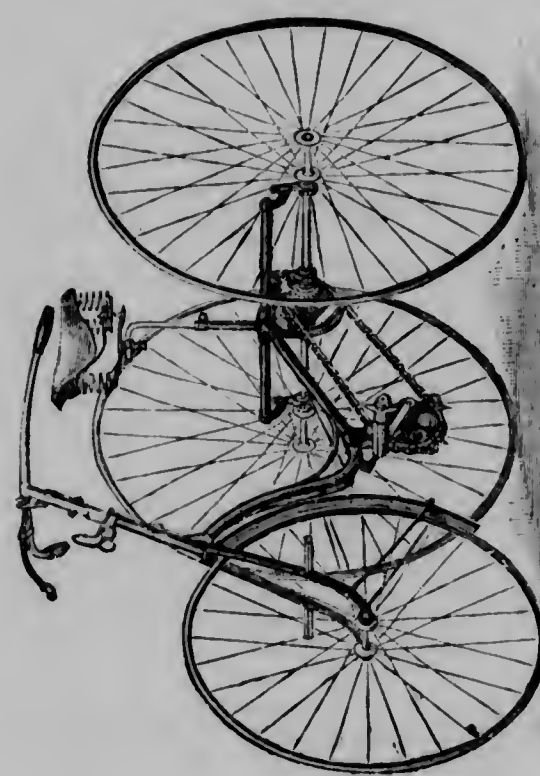


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(Concluded.)

WEDNESDAY, JUNE 20.

BRIGHT and clear breaks the morning of the last day of the meet, and many a weary wheelman wonders why he has been called so early. When a man doesn't get to bed until three o'clock in the morning he is apt to fancy that seven is too early an hour to be called out of a comfortable bed. After the busy and exciting day yesterday at the races and the parade, and last, but by no means least of all, the smoker in the evening, there was some difficulty in getting the two club runs off on time, the wheelmen all feeling that a lounge in an easy chair at the various club houses was much pleasanter than mounting the saddle, even though a more delightful morning for a ride never dawned.

The earliest party of wheelmen out yesterday morning was composed of Western riders. Prof. C. H. Stone, the veteran rider, Dr. Keith, Representative F. J. Suda and W. E. Hicks, of the *Post Dispatch*, put on the St. Louis badges and started out at 5 A. M. for an early breakfast at Captain Mayberry's. They picked up Messrs. Dose, Hills and Schuler, of Chicago; Cowdin, of Delphos, O., and Byers, of Parkersburg, W. Va., and made up quite a party for so early a trip.

It was fully nine o'clock before the party gathered at the Rambler club house to make the run through Druid Hill Park to the Pikesville Arsenal, and under command of Captain Clotworthy, of the Ramblers, some forty or fifty started off by the Pimlico road to Halsted's, where the detachment from the Carrollton were met, and then to the Arsenal, returning by way of the Pikesville road to the city, which was reached in time for dinner and to allow a brief rest before boarding the steamer for the bay trip.

The principal run of the day was the shell road run, and upwards of forty men, under the leadership of Mr. Ehrmann, of the Centaur Club, left the Carrollton about 9.30 to meet the various other detachments. Down North avenue and across to the shell road, where they met the rest, swelling the number to 113; thence the course lay over one of the most famous of the Baltimore cycling routes. Catching now and then a glimpse of the sparkling waters of the bay, and with the firm road bed, which holds never a rut, under their wheels, the pace grew warmer and warmer, until finally, as the enthusiasm grows more intense, down go the heads and "Pennsy" is off on her familiar scorch, with the Centurians right with her. They all string out along the road until Middle River is reached, where, after a short lounge and rest, the wheels are all turned toward Paine's, where a true Maryland soft-crab dinner awaits them, to which such justice is done by the hungry crowd that nine host looks alarmed more than once as he circulates between the kitchen and dining-room. At four o'clock the Columbia swings into the wharf to take the wheelmen and their wheels, white with the peculiar shell road dust, aboard, and as General Agent Webb is in a hurry, they are hustled on board with little ceremony, and the downward journey to the bay is fairly begun. It was fully 3.15 before the steamer left Light street wharf. Long before that hour the wheelmen began arriving, accompanied by their fair friends, and when the fasts were cast off and the gang-planks hauled in there were upwards of fifteen hundred people on board; just enough to fill the boat comfortably without crowding. The day was a perfect one for the excursion, the sun shining brightly, and a cool breeze tempering its rays as the steamer steadily steamed out of the basin into the Patapsco, and toward the open waters of the bay. The committee could have done nothing better calculated to hold enjoyment for the close of the League meet than this trip. Bay Ridge is the Coney Island of Baltimore, and although not of course to be compared with the gay resort of the great metropolis, is still quite interesting to all.

Varied was the crowd on the broad decks of the "Columbia," and a stroll through the throng well repaid the trip. Here is a gentleman, who, to be decidedly swell, has donned a frock coat with his knickerbockers, and—horrors—a high silk hat. To tell the truth, the Baltimore contingent rather played it on the visitors. How, in the name of common sense, could they expect us to carry boiled shirts and stiff collars around with us on the backbones of our machines? Baltimore's fair daughters smiled just as sweetly—if not a little more so—on the strangers as on their old acquaintances.

The manufacturers are well represented. Mr. Hill, of the "Club" wheels, chats with Mr. Gormully, of Chicago, and Jno. A. Wells hob-nobs with Mr. Bassett, while he thinks how soon he will have to tackle Shurman's latest record on Corey Hill, posters of which performance are being posted all over the boat by Mr. McCune. Speaking of manufacturers reminds me that the O. W. Co. had the ladies' parlor at League headquarters engaged, and kept open house for the entertainment of all wheelmen and wheelwomen.

By this time the noble steamer has ploughed her way well down

the bay, and the various points of interest are pointed out to the visitors by the Baltimoreans on board, and as a great many of the latter are ladies, it is astonishing to note what interest is taken in the local places. Fort McHenry attracts much attention from the visitors, and one voracious Baltimorean points out the identical flag-staff, from which floated the banner immortalized by Francis Scott Key, and around to the right of the channel the waves still roll above the spot where the masked battery of the fort opened upon the line of barges in which the British were attempting their debarkation, sinking and scattering them with such havoc that the backbone of the attack was then and there broken. Fort Carroll now looms up in the centre of the channel, an uncompleted marble fort, which was begun a number of years ago, and left uncompleted when the experience of the rebellion showing the little value which stone walls possessed against modern guns. Soon we turn into the beautiful Severn and steam up past the academy grounds, past the school ship Constellation and the monitors, to the wharf at Annapolis, where a landing is made to enable us to take a short run through the town and academy grounds and buildings. We are too late for dress parade, but the future admirals of the navy we intend to possess "some day" line the wharf and inspect with critical eyes the pretty girls of the party. Some old brass cannon, with quaint inscriptions in Latin, French and Spanish, adorn the grounds. Death-dealing instruments in their time, they have come to serve no other purpose than to afford speculation for the curious. Half an hour gives very little time, with all there is to be seen in this interesting town, but time is limited, and we back out for Bay Ridge with our party augmented by a number of Washington wheelmen who rode to Annapolis to meet us. An orchestra on the forward main deck discourses all the latest airs, and a piano on the lower deck, operated by my worthy colleague, Mr. Collamer, is furnishing music for those who desire to trip the mazy waltz. Evidently cordial relations have not yet been sufficiently well established between the Baltimore girls and the visitors, for the latter are waltzing with each other while the ladies look on.

Here is Bay Ridge, and now for supper. A grand rush is made for the spacious dining pavilion, and 500 are seated at a time. Evidently our Baltimore hosts have done the thing up in style, judging from the menu. Mr. F. J. Hart, formerly of the Reading restaurant, was the caterer, but he had evidently failed to realize both the number on hand and the extent of a hungry wheelman's appetite, for the service was exasperatingly slow, especially to those unhappy mortals who stood outside gazing through the glass partitions which separated them from their more fortunate brethren within.

All were finally served, however, and the crowd rapidly filtered away, some to the dancing pavilion, where, to the strains of the orchestra, merry feet kept time to the entrancing strains of the music. Turn about was fair play, and those of the gentlemen who showed a desire to monopolize a lady's attention for too long a length of time were unceremoniously hustled to the rear.

Eleven o'clock, and the boat's whistle sounding hoarse and shrill, warns all laggards to hasten, and now she casts off, homeward bound. The night is, by special engagement with the Maryland Division, simply perfect, and as the glorious moon swings up the purple vault, flooding all the horizon and the blue waters with silvery light, one would ask in vain for anything to complete their happiness. So think many of the sentimental couples strolling along the upper decks or hunting the cozy nooks in the shelter of wheel house and cabin, and vainly regretting that the lights of Baltimore are fast looming up in the distance.

After the boat was well on the way home the drawing for the prizes of the "Entertainment Fund" took place under the supervision of the League officials. President Kirkpatrick was placed in general charge, and Secretary-Treasurer Brewster and Chief Consul Hodgson of Louisiana were the auditors, Mr. Davol drawing the tickets. With Chairman Pope's assistance, and the BICYCLING WORLD's representative looking on, the work was rapidly completed, and as the result of the scheme the Maryland Division realized \$1951 from this source alone, and the sum went no inconsiderable way toward paying the expenses of the meet. Name of winners are as follows:

First prize, ticket 917—W. B. Rhett, Jersey City.
Second prize, ticket 959—No name given as yet.
Third prize, ticket 2963—C. H. Malleson, Hudson, N. Y.
Fourth prize, ticket 1352—L. P. Clephane, Washington.
Fifth prize, ticket 2954—C. J. Blodgett, Detroit.
Sixth prize, ticket 232—E. T. Mudge, Baltimore.
Seventh prize, ticket 2648, E. C. Rice, Port Deposit, Md.
Eighth prize, ticket 1662—J. W. Smith, Bloom Centre, O.

The great success of the meet is due to the untiring efforts of the committees, assisted by the Baltimore Wheelmen. To Chairmen Mott, Pope and Eisenbrandt, Chief Consul Mealy and Secretary-Treasurer Lockwood, the thanks of your representatives are es-

pecially due for many courtesies received and aid extended, and I know that all the visiting wheelmen will carry with them warmest thoughts of Baltimore's hospitality. The arrangements could not have been excelled, and have been rarely equalled. Thanks to you all, our generous hosts.

But here's the wharf, and as the Columbia's wheels cease to revolve and as she brings up to the wharf, the Ninth Annual Meet of the League of American Wheelmen is a thing of the past. Now before I lay down my weary pencil, allow me space for just one question: "What's the matter with Philadelphia in 1889?"

"ARIEL."

THE VISIT TO WASHINGTON.

I WANT to preface this letter with the hope that my readers will pardon any outbreak, or display of too great pride in or consciousness of the most royal way in which the D. C. Division treated the visitors from the late Baltimore meet on Thursday last. Be it understood, although I am one of the D. C. members myself, I did no work in the interests of the League until that day in the afternoon—and then only a very little; so it is not egotism in the singular number, but rather a general spirit of loyalty, to our little Division of 108 members (a slim score or so of whom bore the burden of the labor), that animates my pen.

By various trains, Thursday, came

SOME THREE HUNDRED VISITORS

from Baltimore—including V. P. Hayes, Secretary Bassett, S. C. Bull, and many other notables. As fast as they arrived they were conducted to the (now unused) rink, where facilities were afforded for a good wash. At 12.30 a lunch of sandwiches, crackers, punch, lemonade, soft drinks, and (yes) beer was served to the hungry and thirsty; and at 1 Chief Consul Atwater piloted the boys through the public buildings, including Treasury, State, War and Navy Departments, Corcoran Art Gallery, Smithsonian and National Museums, and Capitol. Then back again for more refreshments, and another wash, and next a

VISIT TO THE PRESIDENT,

in which over two hundred took part. Grover received us cordially, shook hands with each, smiled on all—especially those who murmured Buffalo—and bowed low to the ladies. A D. C. Div. and a Baltimore Cycle Club badge adorned his ample breast when the line had passed him, and he expressed himself greatly pleased with the gentlemanly bearing of the wheelmen. A previous admonition not to let off any "What's the matter with Grover?" or the like, probably had the happy result of prepossessing the next (?) President greatly in favor of the cyclers as a national body. I wish we had had a whack at each of the aspirants for nomination, as Republican candidate, now still wrangling at Chicago, especially Harrison, whom I believe will be the man, in order that if by any lucky chance one of them should supplant the genial Grover, he too would have already been induced to look upon us as coming voters, whose support and good will was not to be sneezed at.

The boys were then photographed, and taken to a local brewery, where the

ST. LOUIS ACT

was done by the genial Teutonic proprietor, Mr. Henrich, to the full satisfaction of the riders, who were much thirsty; then back to the rink for still more refreshments. Thus far the trip to Washington had not cost the boys a cent, and they showed their appreciation of the character as well as the cheapness of the entertainment, by carrying off Atwater on their shoulders, and shouting till they were hoarse. At last the tired and hot crowd dispersed to their several hotels for dinner, and at 8.30 they again met, this time at Willard's Hall, for the

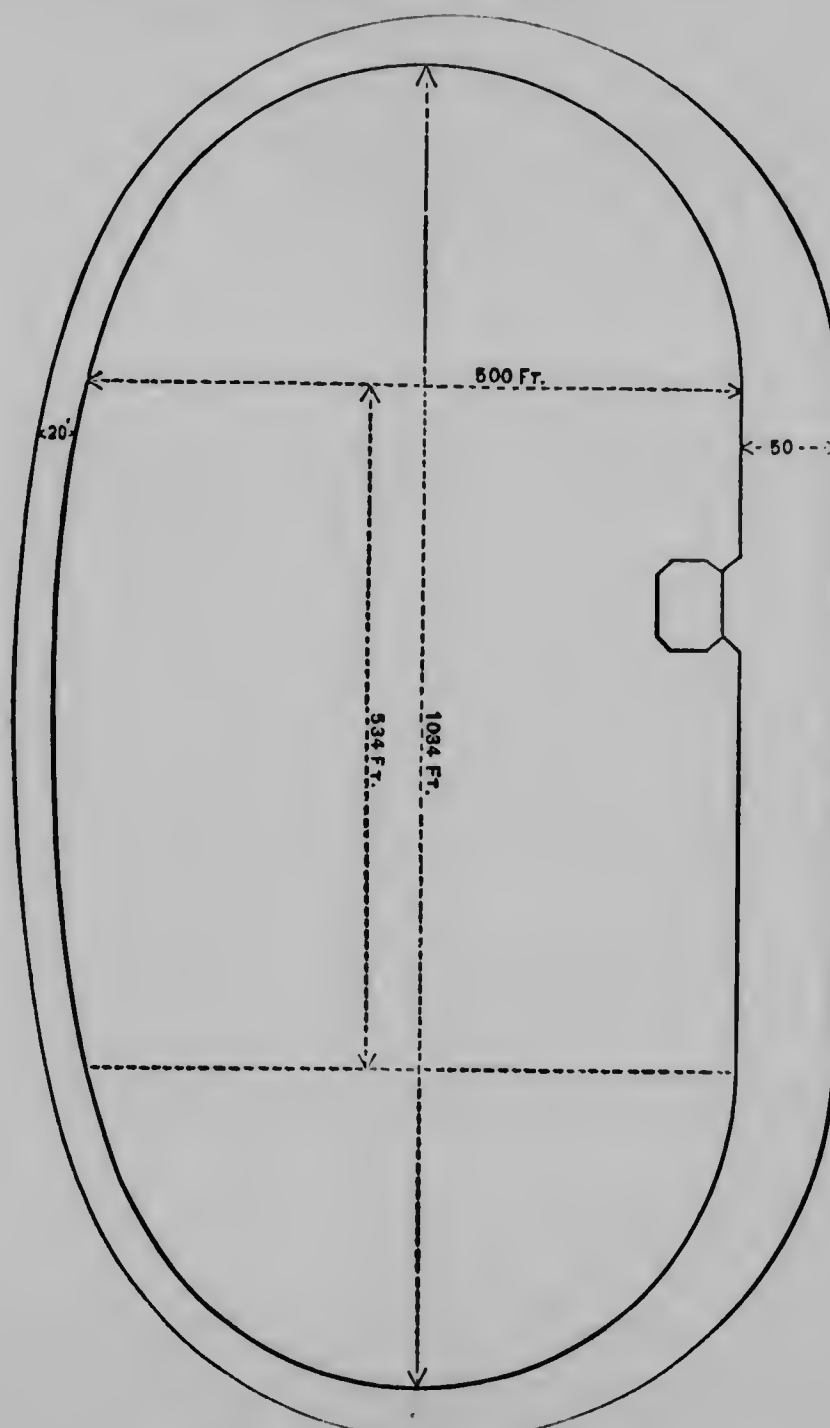
SMOKER AND ENTERTAINMENT.

Cigars and cigarettes were freely distributed and lit; and as soon as the crowd of happy chatting wheelmen were puffing away right merrily, in marched the Kazoo Band of the Capital Club. This band is something novel. The boys have glued common little Kazoos into mouthpieces on one end, and flaring trumpet pieces on the other, making instruments of all sizes and shapes. Singing into the mouthpiece causes a loud noise, resembling blowing on a paper covered comb, as we have all done in our younger days. Well, it took immensely. They played piece after piece, solos, trios, quartettes, and whole choruses. Hubbard Smith was leader, and officiated at the piano, with Seely, Edmands, Boteler, Rice, Allen and Miller as musicians.

Later "Hub" sung his own composition, "Listen to my Tale of Woe," now so popular throughout the country; and was repeatedly encored. Then Boteler sung "Sweetheart," in touching falsetto. Next a lively boxing match, between Messrs. French and Hilton, claimed attention, and finally the same athletes gave two beautiful rounds of wrestling.

This concluded Washington's effort to entertain the League visitors, in a small way, and fresh from the grander efforts of Baltimore and the whole Maryland Division. We only had a few of the whole number, and only one day to do them up in, but we did our best. Oh yes, there was a run to Soldiers Home about 6 P. M., and another to Cabin John's Bridge, which I forgot, because such are chestnuts to us now; and then after the Smoker a few saw Washington by moonlight, and marveled at the *sub rosa* of the great Capital. They'll not forget Washington and her beautiful concrete streets for many a day, and we trust the Washington boys will also find a warm corner in many grateful hearts. Come again boys, come often, come soon, and welcome! N. L. COLLAMER.

[* We follow copy, but what's the meaning of it?—ED.]



THE BUFFALO TRACK.

A GLANCE at the above cut will show perfection in shape. Given the fact that Mr. Ducker has been given *carte blanc* so far as space and money is concerned, and it can readily be seen that the result would be as fine a track as money and experience can produce. The track is an absolute dead level, and is an exact half mile. The material used will be that which will produce the hardest and smoothest possible surface. When finished it will no doubt be the finest and fastest bicycle track in the world. However, when we say it will excel Springfield we cannot say more.

The Fair Association is a corporation with \$500,000 capital, and its grounds and building will cost \$450,000. In their September fair they offer \$100,000 in premiums, the largest by far of any fair in the United States. In addition, they offer numerous other attractions worth going miles to see, viz: The great painting, "Christ before Pilate," "The Russian Wedding Scene," and numerous other attractions costing thousands of dollars. To cap the whole, they been induced to spend upwards of \$10,000 on a tournament, and wish to make it a grand success. To visit the tournament costs nothing additional, as the one admission (fifty cents) to the fair includes the tournament, so that it can readily be seen what is offered at a low price.

Every effort is being made by the management to secure reduced rates on the railroads and also at the hotels. There is no doubt but that the Buffalo tournament of 1888 will excel anything of the kind ever before attempted in this or any other country. That we shall have a large foreign racing contingent composed of the flower of the profession, together with the fact that the Americans will be

back to dispute the supremacy of the foreigner, will be of sufficient interest alone to secure an immense amount of interest. It is also hoped that some of England's best amateurs will come over to try conclusions with our American cracks.

THE BUFFALO TOURNAMENT.

BELOW we present the programme of the Buffalo World's Tournament to be held next September. As will be seen from the programme, it contains thirty races, divided as follows: Twelve professionals, eighteen amateurs, and contains open, class, handicap and novice races. There are seven open races, eight championships, nine handicaps, three class, two novice, and one consolation. Total number of miles run first day, thirty-two; second, thirty-one; third, thirty. There are four races for tandems, three for tricycles, seventeen bicycles and six for Rover type of wheels.

In addition to the programme, there will be a team race, Rochester versus Buffalo, six men each; also a race for championship of the city, and a challenge race, Crist versus Kluge. In addition there will be fancy riding by Ralph Temple, and club drills by men from Cleveland, Rochester and Buffalo. On the first day of the meeting there will be a large parade of wheelmen, under the auspices of the State Division L. A. W.

PROGRAMME.

TUESDAY, SEPT. 4TH—FIRST DAY.

Miles.	Classes.	Wheels.	Conditions.
1	Professional,	Tandem,	Open.
1	Amateur,	Bicycle,	Novice.
10	Amateur,	Bicycle,	L. A. W. Championship.
3	Professional,	Bicycle,	Handicap—450 yds. limit.
2	Amateur,	Bicycle,	6.20 class.
5	Amateur,	Tricycle,	L. A. W. Championship.
3	Professional,	Bicycle,	First heat world's championship.
1	Amateur,	Tandem,	Open.
1	Professional,	Rear D. Safeties,	Handicap—100 yds. limit.
2	Amateur,	Rear D. Safeties,	Open, road wheels only.

WEDNESDAY, SEPT. 5TH—NEW YORK STATE DIVISION MEET.

THURSDAY, SEPT. 6TH—SECOND DAY.

Miles.	Classes.	Wheels.	Conditions.
1	Amateur,	Bicycle,	Novice.
1	Professional,	Bicycle,	Handicap—150 yds. limit.
3	Amateur,	Bicycle,	L. A. W. Championship.
5	Professional,	Bicycle,	Second heat world's championship.
5	Amateur,	Bicycle,	10.05 class.
3	Professional,	Rear D. Safeties,	Handicap—200 yds. limit.
10	Amateur,	Bicycle,	Handicap—850 yds. limit.
1	Professional,	Tricycle,	Open.
1	Amateur,	Rear D. Safeties,	Handicap—100 yds. limit, road wheels only.
1	Amateur,	Tandem,	Open.

FRIDAY, SEPT. 8TH—THIRD DAY.

Miles.	Classes.	Wheels.	Conditions.
2	Amateur,	Bicycle,	State championship.
2	Professional,	Rear D. Safeties,	Handicap—200 yds. limit.
5	Amateur,	Bicycle,	17.00 class.
2	Amateur,	Bicycle,	Open.
1	Professional,	Bicycle,	Final heat world's championship.
3	Amateur,	Rear D. Safeties,	Handicap—200 yds. limit, road wheels only.
5	Professional,	Tandem,	Handicap—500 yds. limit.
5	Amateur,	Bicycle,	State championship.
3	Professional,	Tricycle,	Open.
2	Amateur,	Bicycle,	Consolation.

THE Irish Cyclist and Athlete states that "Aluminium cycles is the latest idea!" That we should live to have this bald headed, wrinkled, old chestnut served up to us as "the latest."

In order to get at the variety of wheels in line the Union had special blanks distributed, and succeeded in getting returns from 150 of the riders. That some estimate of the variety and number of wheels of different makes in line may be obtained, a full list and description of the wheels is given as far as they were reported. It is as follows:

Columbias,	-	-	-	-	-	-	63
Stars,	-	-	-	-	-	-	24
Victors,	-	-	-	-	-	-	17
Ideals,	-	-	-	-	-	-	17
New Mails,	-	-	-	-	-	-	12
Rudges,	-	-	-	-	-	-	6
Yales,	-	-	-	-	-	-	4
Springfield Roadster,	-	-	-	-	-	-	2
Marlboro' Club Tandem,	-	-	-	-	-	-	1
Apollo,	-	-	-	-	-	-	1
British Challenge,	-	-	-	-	-	-	1
American Safety,	-	-	-	-	-	-	1
Faciles,	-	-	-	-	-	-	1

150

From account of Springfield, Mass., Bicycle parade in Springfield Union, June 23, 1888.

RHODE ISLAND WHEELMEN'S RACES.

THE second series of races of the Rhode Island Wheelmen, at Roger Williams Park, were held Thursday, June 21. More cyclists were present than during any previous meet in that vicinity.

In the one-mile race for the club championship and a silver cup, George Hutchins won in the fastest amateur time ever made in Rhode Island, defeating B. J. Bruce by one second. Time, 2:57 1-5. The other winners were:

Half-mile, Rover type—E. R. Phillips; time, 1:21.

Half-mile open race—E. R. Phillips; 1:28.

Tandem, one-mile—Hutchins and Tucker; 3:15.

Half-mile tricycle—C. H. Weld; 1:52 2-5.

Two-mile lap race—B. T. Bruce, E. R. Phillips and William Miller. Bruce made nine points and finished first. Phillips also had nine points, and Miller three. Both Bruce and Phillips claimed the first prize, and they decided to refer it to the L. A. W. for a decision. Bruce claims that as the race was on points, and that as he finished first on an equal number of laps he should have a chance to run the race over again.

RACE MEETING OF THE KINGS COUNTY WHEELMEN.

THE Kings County Wheelmen held their annual race meeting on Saturday afternoon, the 23d inst., on the grounds of the Brooklyn Athletic Association. The afternoon was intensely hot, and the indications of a severe storm were so marked that there was small hopes of holding the races at all, but it passed over, and was hotter than ever. The attendance was fair, in fact a large proportion, very fair, and the music a little better than usual.

First race, one-mile novice, open; won by L. H. Wise, L. I. W.; second, R. W. Steves, K. C. W. Time, 3:19 2-5; six starters out of seven entries, Mr. F. C. Gilbert, Elizabeth Wheelmen, having been ruled out as no longer a novice, having won a race at the Baltimore Meet. F. N. Burgess, of the Rutherford Wheelmen, took a header on the backstretch without much damage. Prizes: First, gold medal; second, K. O. R. lamp.

Second race, one-mile handicap, open; won by R. L. Jones, K. C. W., 90 yards; Wm. Schumacher, L. I. W., 80 yards, second, in a field of nine starters out of twenty-two entries, the race being consolidated into one heat. Morehouse, the limit man, with 125 yards, held the lead for the first lap only, when he was passed by Jones, who was never headed. Prizes: First, Smith & Wesson revolver; second, silver headed umbrella. Time, 2:57.

Third event, half-mile without hands, open, won by F. F. Storm, Jr., K. C. W., beating J. W. Schoefer, B. B. C., his only opponent, easily. Mr. Storm's riding of his Star was something remarkable. Prizes: First, pair gold sleeve buttons; second, pair of bicycle shoes. Time, 1:49 2-5.

Fourth event, one and four-fifths miles, team relay race, won by the Long Island Wheelmen's team, Messrs. Kreger, Schumacher and Wise, in 5:37 1-5. The K. C. W. took second and the Brooklyns, third. This race instead of being run as is usual in team races was run by relays of fresh men, each contestant riding three-fifths of a mile. As the Representative from each club finished his allotment, the waiting man took his place as near as possible and continued the race. The prize was a handsome brass stand lamp.

Fifth race, one-mile club novice, won by R. W. Stevens, in a field of four starters, on the last stretch, in 3:16 4-5. F. F. Storm, Jr., second. Prize: Gold medal.

Sixth race, three-mile State L. A. W. Championship. This was the best and most exciting race of the whole meeting. The starters were Wilson, Brown and King, of the K. C. W.; Schoefer and Bardley, of the Brooklyns; and Kreger, of the L. I. W. For a mile and a half Wilson made the pace to the tune of 3:19 3-5 for the mile, and on the ninth lap Kreger took the lead and was never headed, winning the race in 10:01 2-5. Second place went to Schoefer, after a brilliant burst on the last lap, beating Wilson by a few feet only. The prizes were gold and silver medals to first and second respectively, the former having a diamond ornament.

The seventh race was a half-mile boys race, and was won by L. A. Schoefer. Time, 1:49 2-5, creating a good deal of amusement by the way the boys carried out the directions of their elder advisers. They rode like "old stagers," and when young Louis Schoefer crossed the line a winner, the Brooklyn boys on the grand stand yelled in chorus, "He rides just like his brother, John."

Eighth race, half-mile handicap foot race, was won by W. H. Roberts, B. A. A., with 35 yards start, in 2:03 3-5. Prizes: Gold and silver medals.

Ninth race, three-mile handicap, open. Starters: Wilson, K. C. W., 60 yards; Borland, B. B. C., 300 yards; H. L. Bradley, B. B. C., 75 yards; F. W. Montgomery, U. C. C., 300 yards. Wilson made a plucky race, but was not able to catch Boland, who won, Wilson second. Time, 10:02 3-5. Prizes: Handsome marble

clock and brass hat rack with mirror, to first and second, respectively.

Tenth event, one-mile ride and run, won by H. A. Kellum, of Brooklyn, with W. H. Cauldwell, of the Elizabeth Wheelmen, second. Time, 4:28 3-5.

The eleventh race was the final one of the meeting, and as usual was a consolation race, with a big field of starters. Distance, one mile, won by W. F. Murphy, K. C. W., after a very close finish by three or four men in the first bunch, F. G. Brown, K. C. W., second. Time, 3:18 1-5. Prize: Racing suit, presented by A. G. Spaulding & Bro.

Counting only open events, the K. C. W. took three firsts, five seconds; the L. I. W. took three firsts and one second; the Brooklyn took one first and two seconds.

WING-FOOT.

A BATCH OF ENGLISH RECORDS.

From *Bicycling News* we cut the following:
At Coventry on Wednesday, June 13, the bicycle and tricycle records received a severe shaking. The evening was fine, and the track in good condition. A number of spectators were attracted in hopes of seeing a good performance, and were certainly well rewarded for their attendance.

ONE-MILE SAFETY RECORD.

A. P. Engleheart, mounted as usual, on a Brooke's rear-driving safety, the "Record," was first to attempt a record performance. Mr. Sturmev acted as starter, and with H. G. Crocker, of the Yankee team, making pace, Engleheart covered his first quarter in 40 4-5s. Knapp, of the Yankee team, then took him in hand. The time for half-distance being 1m. 18 1-5s., 1-5s. inside the previous record. The three-quarter mile time was 1m. 55s., and the full time for the mile, 2m. 33s., his last lap occupying 38s., beating the recent record made by F. W. Allard by 4 1-5s., and Howell ordinary professional record of 2m. 35 4-5s.

SIX TO TEN MILES SAFETY RECORDS.

E. Oxborow, mounted on a "Rudge Bicycleette" scaling a shade under 20lbs., was the next to attempt record. Starting off with Howell as pacemaker, Oxborow covered one mile in 2m. 46 4-5s., and alternately paced by Robb, Howell and Vale, he got amongst the records at six miles, his times being—

Miles.	M. S.	Previous Safety Records.
6	16 36 3-5	17 34 4-5
7	19 25	20 30
8	22 9 2-5	23 21
9	24 57 1-5	26 27 4-5
10	27 38 4-5	29 24 3-5

Oxborow, riding a safety, now holds the best English professional bicycle records from six to ten miles.

NINE TO NINETEEN MILES TRICYCLE RECORDS AND THE HOUR RECORD.

A few minutes before eight o'clock Messrs. S. F. Edge, Anerly, B. C., and J. B. King, L. A. C., decided to have another try to lower Gatehouse's tricycle records made at Long Eaton as far back as August 26th, 1886. Starting off slowly, Edge leading, the first mile was covered in 3m. 1 2-5s., the second in 5m. 57 1-5s., third 8m. 55s., fourth 11m. 48 2-5s., fifth 14m. 42 3-5s., sixth 17m. 38 2-5s., seventh 20m. 30 2-5s. Seven and a-half miles from the start Edge twisted the front fork of his machine, and was compelled to retire, greatly to his disappointment, as he was riding in wonderful form. King, keeping up a steady pace, covered the eight miles in 23m. 23s., and from this time lowered the record as follows:—

Miles.	M. S.	Previous Record.
9	26 16 3-5	26 25 2-5
10	29 10 2-5	29 26 1-5
11	32 9 2-5	32 24 2-5
12	35 6 2-5	35 24 1-5
13	38 7 2-5	38 24 4-5
14	41 9 1-5	41 23 4-5
15	44 17 1-5	44 23 4-5
16	47 15 2-5	47 16 3-5
17	50 15 2-5	50 18 1-5
18	53 16 1-5	53 22 1-5
19	56 14 4-5	56 15 4-5

King's twenty miles' time was 59m. 13 3-5s.—3s. behind Gatehouse's record—but putting in a fast lap, he succeeded in covering 480 yards before the hour was up, thus doing 20 miles 480 yards in the hour, twenty yards ahead of the distance covered by Gatehouse. Mr. R. E. Phillips (official timekeeper National Cyclists' Union), assisted by Mr. Sturmev, was responsible for the times. Mr. S. Golder (*Bicycling News*) checked the laps.

TRICYCLE TWENTY-ONE TO TWENTY-FIVE MILES.

On Monday evening, June 11, Messrs. S. F. Edge, of the Anerly B. C., and J. B. King, of the L. A. C., made an attempt to lower the tricycle records. Edge's ambition was to beat all Gatehouse's records, but as the wind was blowing strong at the time appointed for the start, he contented himself with trying to cover twenty miles in the hour. J. B. King intended hanging on to Edge, and then continuing on for the 21 to 25 miles records. King, unfortunately, was seized with cramp at eighteen miles, and was forced to retire. Edge, in view of the strong wind and coldness of the atmosphere, failed to beat the record up to 20 miles. Still feeling fresh, Edge continued on for record, and had an easy task in the 21 to 25 miles records made in the championships on Whit-Monday, his times being—

Miles.	H. M. S.	Previous Record.
21	1 3 14 2-5	1 6 47 3-5
22	1 6 21 2-5	1 9 58 1-5
23	1 9 28 4-5	1 13 5 3-5
24	1 12 38	1 16 23 4-5
25	1 15 44 3-5	1 19 17 2-5

Edge finished wonderfully fresh and well.

THE ILLINOIS DIVISION MEET.

As the time (July Fourth) approaches for the Fifth Annual Meet, greater interest is being taken by the wheelmen, and the lay public is becoming quite interested in it. The outlook is that many converts will be made for the L. A. W., and to wheeling also.

Chairman Sheridan, of the Reception Committee, has received quite a number of letters from parts of the State that have never been represented at a Division meet, saying that they will be with us this year. Chicago, as usual, will furnish a majority of the visitors. The good-natured rivalry that exists among the Chicago clubs as to which will have the largest delegation at the Meet, and which club will have the largest number who will tour to Springfield, will attract an unusually large number from there. Estimations have been made that Chicago will turn out (300) three hundred strong, and if such is the case it promises to be the largest attended meet of any heretofore held by our Division.

Quincy, Bloomington and Jacksonville have also signified their intention of wheeling to the meet in time for the races and of taking an active part in the same.

The only thing that promised of bad feeling is the fact that the Ottawa Club are to have a "large time" also the Fourth of July and had sent invitations all over the State (excepting Springfield); one of our committee being in Chicago, saw their programme and invitations, and jumped to the conclusion that Ottawa was trying to hurt the meet, but correspondence between Secretary Reed and the Secretary of the Ottawa Club, shows they (Ottawa) were entirely blameless in the affair, inasmuch as they endeavored to find out whether their affair would conflict with the Division Meet and were unable to, and when the date was announced they had incurred too much expense and proceeded too far with their arrangements to back down, and promised to make their event entirely local. It is too bad that it should have occurred, as we feel certain that the Ottawa cyclists are good ones, and we will be debarred the pleasure of entertaining them.

The medals contributed by our leading jewelers are on exhibition, and the lucky winners will be envied by our local wheelmen, who do not expect to secure any of the events.

The Racing Committee has received so many requests to have a unicycle race that they have consented to have a one-mile event, and a prominent rider on one wheel is to ride the hour for a record.

Word comes to us that some of our Division members are thinking of deserting us on the Fourth in order to take part in some events in a sister Division, but it is earnestly hoped that all will remain true to us and help make this meet one that will bear comparison with any of the other Divisions.

Although Springfield numbers some seventy-five riders within her limits, the only cycling club we have here is the Capital City's, and they only number some fourteen or fifteen. I have often been asked why we have not had a successful club here, but have given it up as being too hard a one for me. The Capital City's have no well-appointed club room, but through the kindly courtesy of the Sherbboner Club (the leading social club) they have been tendered the use of their rooms during the meet, where they will be happy to show their hospitality to their guests.

REX.

THE exhibit of the Overman Wheel Co. at Baltimore was a complete and a beautiful one. Not only did this firm procure one of the best rooms at the hotel, and fill it with a complete line of their cycles, but they ornamented the room with potted plants of many varieties. It was an interesting display, and very pretty withal.

UNDER THE SOUTHERN CROSS—OLD NEPTUNE'S VISIT—BRAZIL AT LAST.

(Special.)

NOT being in much of a hurry to strike the land of Dom Pedro, we decided to sail instead of steam from St. Thomas to our destination, or starting point, if you choose so to call it. It was a beautiful morning on which we took our leave of the harbor. Our hawser was "made fast" to one of the many English steamers which put in here, the Captain of the steamer having kindly consented to tow us out through the harbor's mouth to the open waters of the Atlantic. Our schooner—a fair enough craft by the way—hailed from St. Johns, N. F., and was bound to Rio Janeiro, via Para and Pernambuco. Once fairly clear of the island the hawser was "cast off" from the steamer, and with a dip of her ensign and a shriek of her whistle she turned her prow toward "Merric England" and home, while we started for Brazil—and what? Well, a chap is bound to feel at times as though he had rather be somewhere else than where he is, and when I looked at the fast receding hull of the "Booth Liner," and thought how soon those on board of her would be "treading their native heath," and then turning in the other direction *tried to think* how soon the good old gray mother could say "God bless you, boys, you're welcome home," I could but feel a longing to turn and go the other— "Gentlemen, breakfast is ready," from the cook, and "What's the matter, old fellow, you look glum?" from Jean, brought me back from dreamland and to the fact that it would not do for me to show "the white feather" if I expected "the boy" to keep a stiff upper lip. That first meal was a bracer, and whether it was the air, the quality of the food or the style of the "get up" I can't say, but I do know that from that time out we had no occasion to coax our appetites, for they were with us.

A TRIP ON THE SOUTH ATLANTIC

is an experience entirely different in every way from one between America and England. Here we are lolling about the deck, *sans* shoes, *sans* stockings, *sans* everything but a pair of linen trousers and a calico shirt, open at the neck. How does that strike you, Mr. Editor, living as you do in the town of immaculate boiled shirts and baked beans? We are gliding along at about a nine knot speed; just fast enough to make us feel comfortable and at peace with all creation.

Now we are passing St. Lucia and catch a glimpse of the white-washed houses, fertile fields, the most of which are portions of sugar plantations. Off in the distance, but not so far off as to make their figures indistinguishable to the naked eye, we see a group of figures moving about, and focussing a glass upon them they are seen to be negroes—slaves, probably—hoking. Here and there a white man on horseback is seen. Nearly opposite the outermost part of the island the Captain points out a rambling building remarking: "That's the Governor's house, and you'd better take a good look at it, as the slaves you see peacefully working now may have an uprising at a moment's notice, and clean out the whole outfit. I passed here," said he, "on September 13, 1878, at 9 A. M., and before clearing from there word was received that the slaves, goaded by the brutality of some overseers, had risen at noon on that day; had taken a number of lives and destroyed three-fourths of the property on the island. So you see its best to look while you have the chance."

On the following morning we were well out on the open sea with nothing in sight but water! Soon, however, we caught sight of some

PORTUGUESE MEN-OF-WAR,

or floating nautilus, tossing about on the water. Very pretty they look with their almost transparent pink "balloons," floating along lazily. We had a good deal of sport trying to capture them by lassoing, but it was "no go," they "knew the ropes" it seemed, and refused to be caught. Long about noon we saw a thin column of water shoot up skyward a distance from the schooner, and before we heard "There she blows!" from the lookout. This caused a hearty laugh from the officers and crew, not so much on account of the hail, as it transpired, but because the lookout, an old whaler, said he forgot himself and really thought he was back at his old business when he saw the whale, for such it was, "spout." As this is a regular whaling ground we were not surprised to see an occasional sail. The fourth day from St. Thomas we sighted a full-rigged ship, with every sail set, and I can tell you the sight is a pretty one. The same day one of Uncle Sam's ships passed within a mile or so of us.

The days passed pleasantly with chatting, lounging, smoking and reading, until at last we saw the "Southern Cross" and "Orion's Belt" in all their splendor, and then we began to realize that we were getting well along toward the Equator. We had our attention called by one of the crew, one morning, to a curious looking change in the color of the ocean's water. Looking to the north all was a deep sea green, while to the southward it undergoes a transformation and becomes a light blue. The seaman tells us that this is the

famous equatorial current, which cuts the colors apart as sharply as if done with a knife, "and," said the old salt, "you can follow the dividing line from the northeastern shores of South America clear to the coast of the dark continent, and nowhere will you see the colors intermingle."

About eighteen hours after crossing the "current"

WE CROSSED THE EQUATOR.

and received a visit from "Old Neptune," trident, retainers and all, but rather than submit to a "shaving" with their sorry looking outfit, we put up a few bottles of the "good ould stuff," and thus bought ourselves off.

One morning our attention was attracted by a discoloration of the water, which had assumed a sort of a dull brick tinge. Upon speaking of it to the Captain he informed us that we were then off the mouth of the Amazon, and that the discoloration was caused by the current of that river carrying down with it an immense quantity of soil from the banks, which its resistless force would sometimes cause to tinge the ocean for a distance of over one hundred miles from the land. "Even now," he said, "we are about one hundred miles from the point of Marajo Island, and you can scarcely see blue in the water." And so it was; and as we drew nearer the shores the color deepened so that finally you could discern no trace of the ocean water's true tint, such a power is there in the "muddy current."

We finally, just after dusk of our eleventh day from St. Thomas, sighted a red and green "flash light," which the Captain said was on the Braganza Bank, south of the entrance to the Para river, off which we were compelled to "lay to" until morning, as we could procure no pilot that night. Before the sun had fairly arisen from out of its ocean bed the following morning we were on deck, eager to catch a glimpse of a tropical landscape, but we were disappointed, as it was nine o'clock before we succeeded in procuring a pilot, who pulled off to us from the most delapidated looking light-ship I ever saw. The old hulk looked as though it was "planted" where it was before the continent existed. And now we are entering the mouth of the Para river, forty miles wide, running to the south of the light-ship and keeping within half a mile or so of the South shore. On this everything looks green and beautiful.

PALM TREES BY THE MILLION

in unbroken forest. A little farther up is a clearing on the edge of which, close to the water, is a long, rambling looking building with a roof of red tile, the body of the building being painted white. With the glass we can distinguish orange and banana trees growing where the palms are cleared away, and the sight makes one's mouth water, as our stock bought at the island had to be rushed down our throats "to keep it from spoiling." Looking to the northward we can just see a black streak on the water, which we are told is the Island of Marajo or Johannes Island, on which the Para people depend for their supply of fresh beef. From the South shore of the Para river to the North shore of the Amazon is about 240 miles. The Amazon river proper is not navigable from the ocean, and the few vessels which have entered its mouth have come to grief before proceeding far. Rocks and shoals in abundance, combined with its treacherous current, winding in and out around innumerable islands, make it an ugly river to tackle. Up we go, past plantations and tile factories, and past the old adobe fort, which has stood on the little island a few miles below the city for over 150 years. The fort looks as though one shot from one of its antiquated fifteenth-century muzzle loaders would surely send the whole outfit to kingdom come. But the authorities are satisfied as long as they possess "a fort," even if its usefulness is a thing of the past. Our schooner is anchored about three-quarters of a mile off the main quay, beside which is the Custom House, a building in former days devoted to the propagation of religious principles by the courageous old Jesuit priests; and now, seated on deck awaiting an opportunity to go on shore, we realize that the

FIRST STAGE OF OUR JOURNEY IS ENDED,

or perhaps more properly speaking, that we are on the verge of *beginning* our journey. A cool breeze is coming in with the tide; the water, from 160 to 350 feet deep, is turbulent, but we are very comfortable as we gaze upon the "Cidade do Belem do grande para do Santo Maria," for although the city is known the world over as Para (meaning stop) its proper name is the old biblical one of "Bethlehem." We are told by the Captain that south of the city and running out to the church of Santo Maria is one of the finest driveways he ever saw, and that if we are looking for wheeling we will find enough to satisfy us by keeping outside of the town proper, so, dear friends, until we have had a chance to look after and get in shape our nondescript cycle, which must have arrived long before us, we will give you and our pens a rest, promising, however, to give you more of the whirling or floating wheel in the future than we have in the past.

B. LE FEUR.

Para, Province of Para, S. A.

COMING EVENTS.

June 30—Wells-Greenwood hill-climbing contest, on Kinniswick Hill, St. Louis.
 July 1—Canadian Wheelmen's Association, Annual Meet, at Belleville, Ont.
 July 4—California Division L. A. W. Meet.
 July 4—Tournament at Newcastle, Pa.
 July 4—Crawfordville (Ind.) Ramblers Tournament.
 July 4—East Hartford Bi. Club Tournament.
 July 2, 4—Illinois Division Meet and Races at Springfield, Ill.
 July 4—Brooklyn Bi. Club Races.
 July 4—Illinois Division Meet at Covington, Ky.
 July 4—Illinois Division Meet at Springfield, Ill.
 July 14—Shurman and Wells will be on Corey Hill, Brookline, Mass.
 July 17, 21—Annual Tour of the Iowa Division from Des Moines to Spirit Lake.
 July 19—Maryland Division Meet and Tournament at Louisville, Ky.
 July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
 August 2, 3, 4—Massachusetts Division Meet at Cottage City.

August 6—Binghampton, N. Y., Tournament.
 August 11—Michigan Division L. A. W. Meet at Grand Rapids.
 Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
 Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
 Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
 Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
 Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
 Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
 Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
 Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
 Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
 Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.



ABBOT BASSETT, Secretary-Editor.

IMPORTANT.

UNDER the provisions of the Constitution adopted at Baltimore the annual election by Divisions of their Chief Consuls, Vice-Consuls, Representatives and Secretary-Treasurers will take place between the 15th day of July and the 15th day of August next ensuing. Each Division must make its own rules for the canvass, casting and counting of votes. Chief Consuls should call meetings of their Divisions at once and adopt rules for the government of the ballot and announce same in the BULLETIN. Below we publish a table showing the membership by States. Applicants published after June 15 do not qualify until after July 1st, and they cannot therefore be counted in estimating the representation. The Secretary will provide mail lists to Division officers for the conduct of the vote, but these mail lists should not be used as check-lists at the time of counting, since they are not and cannot be so accurate as the list of Division members kept by the Secretary-Treasurer. Space will be accorded in the BULLETIN for the publication of nominations, but these must be limited to the name of the candidate alone.

A State or Territory having twenty-five members is recognized as a sub-division. Its Chief Consul will be appointed by the President, who will be glad to receive nominations from clubs or individuals.

A State or Territory having fifty members is recognized as a sub-division, and the members may organize and elect a Chief Consul and Secretary-Treasurer.

A State or Territory having one hundred members or more shall organize a Division, and may elect in its own way a Chief Consul, Vice-Consul, Secretary-Treasurer, and one Representative for each 100 resident League members.

League clubs may elect Representatives on the Division Board of Officers as follows:

One Representative if they have twenty members, and an additional Representative for each fifty additional members upon its roll July 1st. These elections should take place during the period assigned to the election for Chief Consuls and Representatives, and returns should be made in such manner as the rules of their respective Divisions provide.

DIVISIONS AND SUB-DIVISIONS.

The following States will rank as Divisions. They may elect a Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives, as shown by the tables below:

States.	Number.	Representatives.
California.....	345	3
Connecticut.....	419	4
District of Columbia.....	108	1
Illinois.....	588	5
Indiana.....	177	1
Iowa.....	120	1
Kansas.....	128	1
Maine.....	114	1
Maryland.....	393	3
Massachusetts.....	1115	11
Michigan.....	253	2
Missouri.....	399	3
New Jersey.....	652	6
New York.....	2153	21
Ohio.....	794	7
Pennsylvania.....	1288	12
Rhode Island.....	216	2

The following States will rank as Sub-Divisions of the first grade. They may organize and elect a Chief Consul and Secretary-Treasurer.

Kentucky.....	74	Tennessee.....	53
Minnesota.....	98	Vermont.....	50
Nebraska.....	83	Virginia.....	95
New Hampshire.....	93	Wisconsin.....	80

The following States will rank as Sub-Divisions of the second grade. The President will appoint a Chief Consul for each of these. Nominations should be sent to the President direct:—

Colorado.....	45	Louisiana.....	43
Delaware.....	41	West Virginia.....	29

California Election Laws.

To California Members, L. A. W.:

In accordance with the By-Laws of the League, as amended at the meeting of the National Board of Officers, March 5th and 6th last, the annual election of Division Officers will occur between the 15th of July and 15th of August next, ensuing.

The regulations governing the ballot in California provide, that the Secretary-Treasurer shall receive, and in the presence of the Committee on Rights and Privileges for the Division, count all mail votes and certify the result thereof.

The election is conducted through the medium of a mail vote. A blank ballot will be published in the BULLETIN during the month of July. It is the custom also for candidates to distribute printed ballots, to which no objection will be raised. Ballots must be signed by the member voting and sent to N. A. Robinson, Secretary-Treasurer, Room 1, S. F. Stock Exchange, San Francisco. Ballots received later than

the first postal delivery of Thursday morning, August 16th, will not be counted. A ballot once mailed cannot be recalled or changed, and if two ballots are received from one member bearing the names of different candidates, neither will be counted.

The Committee on Rights and Privileges will meet at the office of the Secretary-Treasurer on the evening of Thursday, Aug. 16, and witness the counting of the vote by that officer.

The officers to be elected in California are a Chief Consul, a Vice-Consul, a Secretary-Treasurer and three (3) Representatives from the State at large.

In this connection it is assumed that the provisions of the new Constitution limiting the representation at large on the Division Board of Officers to one Representative for each one hundred (100) members, will be adopted at Baltimore on the 18th. No reference is here made to Representatives from League clubs, as they can be elected within the clubs when the adoption of the provision applying to them is definitely known.

ROBERT M. WELCH, Chief Consul.
 San Francisco, June 14th, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 145—Total 58—10,292.

BOSTON, June 29th, 1888.

ALABAMA—3—12.

Unattached.
 19515 Berger, Joe A., Birmingham
 19516 Calhoun, F., "
 19516 Calhoun, S., "

CALIFORNIA DIVISION—1—345.

S. F. Bi. Club.
 19503 Claiborne, J. H., 2420 Buchanan st., San Francisco

IOWA DIVISION—2—125.

19551 Moore, Warren, Washington

ILLINOIS DIVISION—8—607.

Chicago Bi. Club.
 19521 Pennerston, Maurice, 834 Opera House Block, Chicago

Fort Dearborn C. C.
 19528 Bell, Horace, 222 N. Franklin st., "

Illinois C. C.
 19520 True, C. J., Madison st. and Hoynes ave., "
 19530 Winn, H. J., 607 Lake st., "

Unattached.
 19527 Harris, Jay T., 611 W. Church st., Champaign
 19531 Pearce, Fred L., 1200 So. Fourth st., Springfield

19522 Lathrop, Geo. B., Winnetka
 19523 McConnell, Robert B., "
 KENTUCKY DIVISION—1—76.
 Unattached.

19532 Rosenov, Chas. I., Maysville
 MAINE DIVISION—1—116.
 19505 True, Geo. W., 509 Congress st., Portland

MARYLAND DIVISION—8—405.
 Centaur Cycle Club.
 19534 Cook, J. H. Jr., 1508 E. Lombard st., Baltimore
 Chesapeake Wheelmen.

19536 Eck, Chas., 15 No. Frederick, "
 Rambler Cycle Club.
 19537 Hanrahan, E. J., 805 N. Carey st., "
 19538 Turner, Jno. C., 20 E. Lexington st., "
 Unattached.

19533 Edwards, Jno. T., Arlington
 19539 Boyd, S. R., Howard and Franklin, Baltimore
 19535 Jones, H. Walter, 2008 Druid Hill ave., "
 19540 Shriver, H. C., 1223 Linden ave., "

MASSACHUSETTS DIVISION—5—1127.
 Boston Bi. Club.
 19541 Overman, Chas. R., Overman Wheel Co., 1 E. Boston

Unattached.
 19504 Root, L. Herbert, Y. M. C. A., Gloucester
 19506 Lyle, Wm. C., 179 E. Main st., "
 19542 Womson, Aug. D., 169 E. Main st., Somerville
 19495 Farrar, Fred W., 59 School st., "

MICHIGAN DIVISION—4—265.
 Ionia Cycling Club.
 19496 Cushing, Chas. A., Box 1806, Ionia
 19497 Mitchell, John H., "
 19498 Robinson, B. B., "
 19499 Tower, Osmond, H., "

MISSISSIPPI—1—12.
 Unattached.
 19517 Miazzi, Peter S., Lawrence House, Jackson

MISSOURI DIVISION—1—310.
 Unattached.
 19543 Large, Henry C., 509 No. 3d st., St. Louis

NEW JERSEY DIVISION—3—659.
 Hudson Co. Wheelmen.
 19552 Griffiths, John J., 38 Montague st., Jersey City

Unattached.
 19507 Stanger, Samuel S., Millville
 19518 Rose, R. C., Box 22, Princeton

NEW YORK DIVISION—7—2195.
 Unattached.
 19544 Jefferson, Calvin D., Attica
 19509 McGuire, Jno. C., 163 Joralemon st., Brooklyn
 19508 Randall, Sands F., "
 19500 Kroder, Louis H., 241 Heyward st., "
 19519 Hayden, C. C., Holly
 19525 Blackwell, David H., Box 713, New York City
 19524 Glass, J. Nathaniel, 200 W. 21st st., "

OHIO DIVISION—6—805.
 Toledo Cycling Club.
 19510 Stine, D. S., Chamber of Commerce, Toledo
 19511 Wilmington, W. W., Summit st., "
 Youngstown Bi. Club.

19501 Wick, Hugh B., Youngstown
 Unattached.
 19545 Bauhart, W. C., Massillon
 19520 Hoover, G. A., Miamisburg
 19512 Wood, C. O., 2 Mitchell's Block, Springfield

PENNSYLVANIA DIVISION—5—1310.
 Unattached.
 19526 Bickford, Fred A., Lock Haven
 19549 Fosnot, W. J., Newville
 19546 Howland, H. A., Titusville
 19547 Mason, J. F., "
 19548 Smith, Edward, "

RHODE ISLAND DIVISION—2—215.
 Unattached.
 19502 Perry, Fred G., 73 No. Main st., Pawtucket
 19513 Budlong, Granville R., 189 Governor st., Providence

VIRGINIA DIVISION—1—96.
 Unattached.
 19550 Walter, J. W., Fort Monroe

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

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But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

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It prevents an ungraceful appearance when the wearer is dressed in tight, or in close-fitting pants. It does not bind or cramp the person at any point, and can be worn all the time with comfort; in fact, the wearer does not feel it.

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ASSURED

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BOSTON, 6 JULY, 1888.

Volume XVII.
Number 10.



SPECIAL.

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ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 24-hand; Victor Bicycle, 24-hand; New Rapid, 57-inch, 24-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

HUMBER CRIPPER TRICYCLES, genuine Boston make, new and of latest pattern, 20 per cent. less than cost. This is rather an "old year" for the three-wheeler, thanks to the Safety boom, but we are going to sell Tricycles as well as Safeties. Don't buy a machine for your wife or daughter before writing us. L. H. JOHNSON, 401 and 403 Main street, Orange, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in "The Wheel," at address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

TANDEM TRICYCLES of latest pattern, both Humbler and Crippler types, new and second-hand, at unprecedentedly low prices. Let us know what you want, and we will suit you. L. H. JOHNSON, 401 and 403 Main st., Orange, N. J.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, \$2.50 pair; cow-horn handle bars, with lever, \$3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886.

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Foot Rest,
FOR THE STAR,
For Easy Coasting.

Price, \$1.00. Send to
HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.

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WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20
Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.
THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

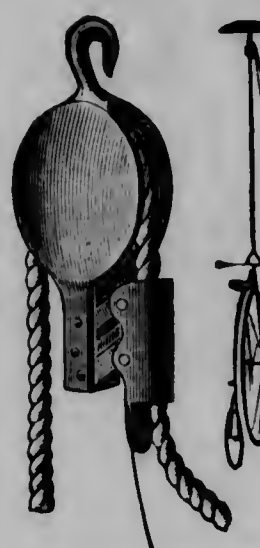
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OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

FOR SALE—Two 54-inch Light Ridges, one \$70, one \$60; ball bearing. One New Mail, \$7, nearly new, \$75. One Special Star, 45-inch, nearly new, \$90. One Special Star, with tangent spokes, 45-inch, nearly new, \$100. All in first-class order. E. W. JAGGERS, Smithville, N. J.

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(Pat. applied for.)



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary.

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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 650 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia, by the Hart Cycle Co., 317 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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Across the Continent "A wheel and A foot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4230 miles of which was on the wheel, at a

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The book has 244 pages of letter press, and is beautifully illustrated.

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This is a Bargain, as it is one of the most interesting book of travel "a wheel" ever written.

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Used the same as Sealing Wax. No Naphtha Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

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In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—Genuine Rudge Humber Tandem; new last season; ball pedals; Butcher cyclometer and lamp included. Cost \$260; will sell for \$100. Address M. H. GILBERT, 29 Maple st., Waltham, Mass.

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WILL EXCHANGE—Fine Remington No. 3 Rifle, checked pistol grip, Creedmoor stock, open sights, cal. 32-40, 30 brl., for best Bicycle offer. Address E. E. HARRIS, Western Cycle Agency, Perryville, Ind.

BICYCLE FOR SALE—52-inch Expert; first-class condition; a bargain. Call 72 Equitable Building.

FOR SALE—Special Star; two-thirds nickel; 45-inch; nearly new. \$85. P. O. Box 1392, New Haven, Ct.

FOR SALE—50-inch Oxford, \$45; 52-inch Rudge, \$60; 52-inch British Challenge, \$100; 54-inch British Challenge, \$40. A. J. KOLP, Scranton, Pa.

A RARE BARGAIN—54-inch Expert Columbia; nickel and enameled; ball bearings all around; in first-class condition. Cheap for cash. Address Box 21, Penn Yan, N. Y.

FOR SALE OR TRADE—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

AN EASY MATTER to keep perfect record of riding. The Cyclist's Record Book, 50c. C. D. BATCHELDER, Sanford, Me.

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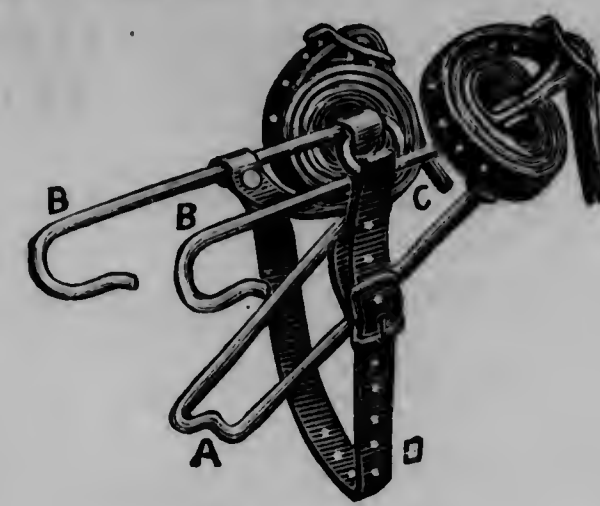
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SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B," "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade.

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To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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50 Cards with Name, \$1.00, Postage Paid.

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SAFETY INDISPENSABLE. By Henry Sturmy. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1888. For sale by Bicycling World Co., 12 Pearl st., Boston.

OLYMPIA. A monthly magazine (English), devoted to cycling, lawn tennis, cricket, rowing, fishing, hunting, shooting and every known sport. \$3 a year post free. For sale by Bicycling World Co., 12 Pearl st., Boston.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND BOOK. By Henry Sturmy. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filler. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

LIST NO. 21.

Second-Hand
Bicycles & Tricycles

We make a Specialty of taking Old Mounts in part payment for new Victors, New Rapids, New Mails, Stars and Springfield Roadsters.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickled. "2" All nickled except rims. "3" Wheels enameled, balance nickled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Slightly used, good as new. "2" Tires show but slight wear, finish and bearings A1. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings excellent. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

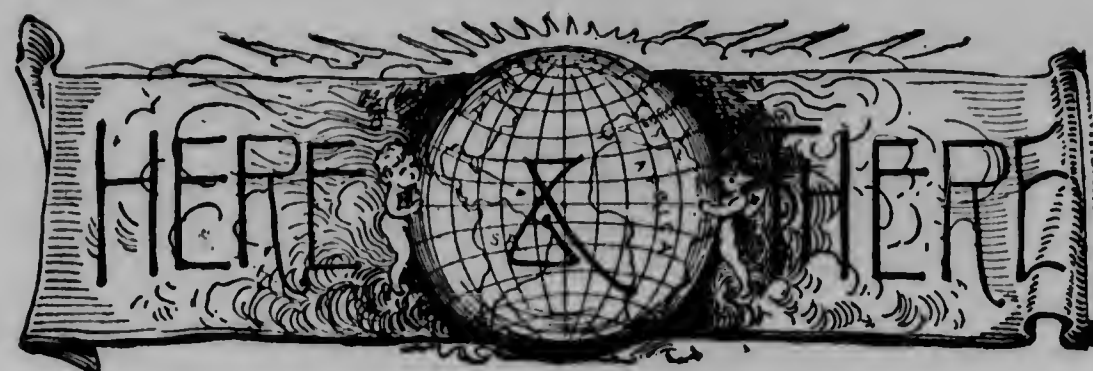
No.	Size	Name	Cost.	Price	Finish	Brgs	Cond
263	55	Rudge Lt. Roadster,	138.75	73.00	4	1	2
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	55	Spide, Semi-Racer,	140.00	85.00	4	1	4
266	51	Special Star,	160.00	85.00	4	1	1
275	48	Victor Roadster,	127.50	85.00	4	1	1
277	52	Special Club,	160.00	100.00	1	1	1
285	51	Special Star,	120.00	70.00	4	1	4
286	44	Special Facile,	123.00	60.00	4	1	4
287	52	Columbia Expert,	127.50	72.00	4	1	2
290	52	Victor Roadster,	135.50	82.00	4	1	2
298	39	Otto,	35.00	18.00	5	4	2
301		Quadrant trike No. 8,	185.00	100.00	5	4	1
303	42	Otto Special,	40.00	24.00	5	4	1
306	51	Special Star,	135.00	80.00	3	1	2
308	56	Columbia Expert,	132.50	78.00	4	1	2
314	53	Royal Mail,	140.00	88.00	4	1	2
315		Springfield Roadster,	75.00	60.00	4	1	1
327	54	English,	130.00	59.00	4	2	1
332	52	N. Rapid Lt. Rdstr.,	137.50	115.00	4	1	1
334		Columbia 3 trk. trike,	100.00	80.00	4	2	2
343	52	New Rapid Roadster,	147.50	131.00	3	1	1
345	52	N. Rapid Lt. Rdstr.,	137.50	112.00	4	1	1
351		Hmbr Safety (Rover)	140.00	115.00	4	1	1
354	55	Columbia Lt. Rdstr.,	145.00	60.00	4	1	5
355	54	Columbia Expert,	140.00	80.00	3	1	1
363	50	Columbia Expert,	135.00	75.00	1	2	2
364	56	Columbia Expert,	142.50	109.00	1	1	1
365	48	Columbia Expert,	122.50	85.00	1	2	2
370	54	Columbia Standard,	110.00	90.00	3	3	3
374	50	American Club,	135.00	60.00	4	2	4
375	50	Rudge Lt. Roadster,	140.00	65.00	4	2	2
376	54	Special Club,	135.00	78.00	3	1	2
377	50	Victor Roadster,	132.50	95.00	4	1	1
378		Beeston Hmbr Tdm.,	200.00	110.00	4	2	4
380	55	Royal Mail,	140.00	80.00	4	2	4
384	52	N. Rap. Lt. Rdstr.,	147.50	100.00	3	1	2
385	54	Columbia Expert,	140.00	75.00	1	1	2
386	42	Victor Junior,	55.00	55.00	4	3	1
388		Royal Mail 2 trk. trike,	105.00	135.00	4	1	1
389	42	Am. Pony Star,	85.00	50.00	4	1	5
390		Beeston Hmbr Tdm.,	200.00	115.00	4	2	4
391	55	Columbia Lt. Rdstr.,	145.00	95.00	4	1	1
392		Kangaroo Safety,	135.00	75.00	4	1	1
394	48	Columbia Expert,	122.50	70.00	4	2	2
397		Columbia 2 trk. trike,	105.00	95.00	4	1	2
399	50	New Mail,	127.50	60.00	4	1	1
400	52	British Challenge,	137.50	55.00	4	2	4
401	46	Special Club,	125.00	60.00	4	1	4
402	52	Columbia Expert,	132.50	90.00	1	1	1
403		Quadrant, No. 8,	185.00	125.00	4	1	4
406	54	Dictator,	140.00	51.00	4	1	4
407	42	Otto, Improved,	40.00	20.00	0	4	4
408		Columbia Tandem,	250.00	200.00	4	1	1
409	50	Columbia Expert,	130.00	100.00	4	1	1
410	52	Columbia Expert,	122.50	85.00	4	1	2
411	56	British Challenge,	147.00	70.00	6	1	2
412	52	Columbia Expert,	122.50	67.00	3	1	4
413	48	Columbia Standard,	97.50	30.00	4	4	4
414		Rudge Bicycleette,	135.00	105.00	4	1	2
415	52	Columbia Expert,	132.50	85.00	1	2	2

—ALL MACHINES GUARANTEED SOUND—
Upon receipt of \$5.00 any Bicycle on above list will be sent C. O. D. for balance with privilege of examination.

FULL LINE CYCLING ACCESSORIES.

Correspondence Solicited.

New York Bicycle Co.,
8 WARREN ST., NEW YORK.
(Mention this paper.)



ENGLISH LETTER.

"SENATOR."

AFTER seeing W. A. Rowe safely aboard the Liverpool train with Allen, his trainer, at Newcastle-On-Tyne, I boarded the Southern express, and arrived in Birmingham, and transacting some business relating to the late three days' tournament at Aston, I proceeded the following day to London via Coventry, reaching London the same evening. Proceeding to Fleet street a large batch of American, German and home letters and papers awaited inspection and as Big Ben of Westminster Abbey tolled the hour of midnight I quitted the *Sporting Life* office and repaired to my lodgings to take the 7-15 A. M. train for Berlin via Queensboro and Flushing (Holland).

I LEFT Temple and Woodside to do battle for America at Dublin in our international tournament with England represented by Fred Wood. Lees, G. H. Robb and others, and how well they succeeded was told in a telegram I receive in Berlin as follows:

DUBLIN, June 2d.
To Morgan, Berlin—"Temple won all three races, Woodside second in mile handicap."

Wood and Temple were the scratch men in the mile and Woodside and Robb on the 20 yards and Lees on the 30. Woodside and Temple at the half mile left the field the latter running by half a length from Woodside; Wood, Robb and Lees beaten off, time 2.40. The mile scratch race Temple won by ten yards in 2.42; Wood second, Woodside third by a foot. The five miles saw the three Englishmen sprint Temple in turns, to break him up, and this was kept up for three miles, when to their great surprise Woodside pushed to the front with Temple on his trail and the Englishmen were now 50 yards to the bad amid a perfect roar of the excited Irish audience. Temple then allowed Wood and the others to come up and on the last lap showed a 2.27 pace, winning by twelve yards from Wood who rode Woodside on the grass at the last corner, nearly upsetting him and secured second place. Wood had in various interviews on his return to England with reporters given it as his opinion that no member of the American team could be termed a champion, and he did not consider them such. I made a note of it and after Saturday June 2d it is possible Wood thinks differently.

WELL, to return to the Berlin journey. Taking a train at the Victoria Station, I soon found myself on board the pretty little Zealand steamer, "Deutschland," which soon put space between Queensboro pier and old England, and we were soon ploughing the German ocean and England faded from view. On our right we sighted the Belgian coast, and in seven hours, which time Neptune behaved most gentlemanly, on a beautiful calm summer day we were soon talking Dutch, and arguing the right of way with a racing "Club" bicycle in one hand, and several excitable Dutchman who wanted to carry it to the Berlin train, which stood ready alongside the Flushing pier, in the other. Sixteen hours later, if the fates proved kind, would find me in the German Capitol. The Dutch State rail road carriages pleased my fancy immensely, if the ventilation apparatus was improved upon, and bad Dutch cigars prohibited, even if you should by mistake, in an evil hour, get into a smoking carriage, through your imperfect Dutch education.

The journey through Holland, to the German frontier, some six hours, was uneventful, and the only sight which struck my fancy was the Dutch women, of all sizes and shades of (?) beauty, working like so many navvies in the fields, and the men doing seemingly the less work. The architecture of the Dutch buildings seem peculiar, and the land low and marshy—but a good lot of cows and horses seem to thrive on the land. At Benlo, one of the frontier towns, the customs officials "went through" my baggage, and strange to say, did it with great dispatch, quite a contrast to the slow torturing manner of some Canadian and English officials that I have seen. My bicycle, through the influence of some silver, went through unmolested, and about mid-night we reached the historic city of Hanover Germany, celebrated for its beings and learned men.

Waking up a sleepy waiter, we drank some coffee and had a light feed, proceeding on our journey "to Berlin," as the French cry was in the outbreak of the 1870 little unpleasantness. Some German students, smoking vile cigars, have entered our peaceful second class carriage, and make things exceedingly sultry and smoky for the next four hours, mercifully leaving us three hours' journey to Berlin. There is not much to see from the train in Germany, on the route taken by your correspondent, except sand hills, fir plantations, and occasionally a farm house.

The train which carried us the entire journey through with only one change (and that only to use another track) from Holland steamed into the Frederick-Strasse station in Berlin at 7-15 A. M., or just twenty-four hours from London. The editor of *Der Radfahrer*, T. H. S. Walker, who is the chief man in Berlin, and indeed German cycling met me at the depot and accorded me a warm welcome to the land of the Kaiser. Mr. Walker is an Englishman by birth and education, and is President of the Berlin Racing Association, consisting of six Berlin clubs, Mr. Walker's club, "The Berlin," being founded in 1879, and is the oldest in Germany. Mr. Walker talks German like a native, and "bosses" the whole racing concern, *a la* Ducker, and a fine, hustling "boss" he is too.

For the past few years the annual June tournament in Berlin, lasting two days, has been the event in cycling on the Continent, and England has sent her best men to compete against the best German riders. Bicycling by police ruling is prohibited in the streets of Berlin, and it was only a month ago that Mr. Walker's club obtained the privilege of tricycling in the streets. Why tricycling, to the exclusion of two-wheeling, is allowed is a German police puzzle which I give up trying to solve. Mr. Walker and others are doing a big business in letting trikes out at twelve cents per hour, which makes pedestrian exercise after dark risky work on some of the principal asphalted thoroughfares, especially in the Unter-den-Linden, the main thoroughfare, with asphalt streets either side, and a row of linden trees in the centre.

CYCLING is flourishing in all parts of Germany, and the late Emperor (who died to-day at Potsdam, just twenty miles from here), presented a hundred dollar prize for an amateur competition, which took place last Monday (this week) in Berlin. This recognizing the sport by the late lamented Kaiser must have its influence.

The tournament here was a huge success, and over 20,000 people patronized the sport, which was of an inviting description. My cable to you will have advised you of results. The professionals rode fast races, and Temple, of the American team, is beating the Frenchman (Dubois) and the Englishman (Allard), upset two records by the 2000 metres and the 3000 metres, the latter being two miles, which the Chicago lad rode in the very extraordinary time of five minutes ten seconds, beating the previous record by Dubois, made in Munich (Bavaria) by fourteen seconds. The amateur races furnished a surprise in a new German flyer named Lehir, of Frankfort, who badly whipped the Washington Crst, making rings around him much to the surprise of everybody. Lehir won every race he started in with one exception, and then he rode with great velocity into a Dutchman, who, unseen, commenced to roll a barrel of beer across the track, and the little German, who had started from scratch in a mile handicap, was coming at tremendous speed with his head down, and before a warning voice could be raised, he dashed into barrel and Dutchman with a crash I'll remember for a long time. A badly sprained arm and smashed wheel was the result, and as it happened on the third and last day and in his last race it was hard lines on the plucky little Teuton.

This Lehir is about good for 2.30 or thereabouts on a Springfield track, is only 17 years old, weighs 155, and rides a 54-inch "Club." The German tricyclist walloped the London amateur, Walker, who came over also, and he did not even secure a third or fourth prize, so you see what a warm lot the Germans are liable to be when they have another few years' improvement. The track here is four and one-half laps and is only moderately fast. The meeting was well managed, and the extra day was put in, owing to the American team being present. Crst, of Washington, won three seconds, and one first prize for a lap race with Lehir not up, and W. E. made many friends by his quiet unassuming manner. Temple, of course, was the lion of the "pros," and created wonder and surprise by his dashing style. The American team stood in on the profits of the meeting, and were only too well satisfied with the "spec."

We had six engagements to follow Berlin in different portions of the German Empire, Austria, etc., but the death of "Frederick the Third" has upset our arrangements, as Germany will mourn her Emperor for six weeks, and all amusements will practically cease during that period.

LAST week we visited Charlottenburg, the death place of the late

Emperor William of Germany, and were shown through the grounds and castle, and two days later we visited Potsdam, and secured admittance to the old castle erected to the orders and under the supervision of Frederick, the Great, more than a century ago. We saw the design of the architecture in the hand writing of the "Great," and were shown through the various rooms of state. I improved the opportunity of making some notes on the identical desk formerly used by "Frederick, the Great," in his own private study. It would take me columns to enlarge on all we saw, so I forbear. After visiting the modern portion of the new castle used by the late Emperor, and a walk through the beautiful drives and walks, we returned home much delighted with our trip. We had hoped to see the illustrious suffering Emperor but it was a bad day with him, and he was forbidden driving or walking. Berlin is draped in mourning and flags are flying half-mast, and all Berlin citizens are wearing tokens of respect to the memory of the departed monarch. The world can ill afford to lose many men of the stand of "William, the First," and "Frederick, the Third," but death is a leveler, and therefore royalty and plebian alike must bow to his inexorable demands.

WE leave Berlin Saturday night for Frankfort, and after visiting the celebrated Heidelberg Castle near the latter place, we take a three days' sail down the famous Rhine, reaching Rotterdam (Holland) about Thursday, visiting interesting points en route. We will in all probability assist in the opening of the new Holland track at Hague on July 7th, and will no doubt fill one or two engagements elsewhere in Holland before proceeding to Brussels, where negotiations are almost completed for a tournament in connection with the world's exhibition now being held there. The team will return to England via France, and will make their final bow to England August 4th or 6th, then sailing from Liverpool "to the land of the setting sun."

Berlin, Germany, June 15th.

NEW ENGLAND.

"THE JOTTIST."

We are advised that W. A. Rowe will go into training for the fall races. Rowe will not let pass the smallest chance to improve his condition, so that when Howell comes over he will be fit to meet the doughty Englishman and have a good show at turning the tables on the great Briton. Howell is also getting in shape for the return races, and the care he is taking of himself is evidence that he feels he has no "picnic" on hand when he meets Rowe in the fall.

L. A. W. MEET of Massachusetts Division August 2, 3 and 4.

YOUNG WINDLE is looked on as a coming man. Keep your eye on him the coming season.

MIDGELY and McCune, of the Springfield Roadster team, are hard at it training on the Lynn track.

DOLE says he is willing to back Crocker for \$500 to ride Rowe a series of three races at any time during the season.

ROWE has commenced to ride again. He has discarded his sling and for a few weeks will do his pedal pushing on a three wheeler.

THE Cambridge Club will take an outing on the yacht Fleur-de-lis. The party will consist of thirty, and the trip will extend as far as St. John, N. B.

ASA WENDLE, Rowe's old trainer, gives it as his opinion that William A. will make a better showing next fall when he and Howell meet at Buffalo.

THE mile record for the state of Maine is reported as being 3.20. This slow time is no reflection on the speed of the Maine Cyclists, but it speaks volumes as to the vileness of the race tracks in the state of Maine.

WE were favored with a call from Mr. Newcastle, of Portland, Oregon, who is on East on a short visit. Mr. Newcastle is a prominent cyclist of Portland, and has been connected with the Oregon Bicycle Club, as captain and other important positions. The gentleman was delighted with the glimpse he had of our sand-papered roads.

SOME of the Springfield Bicycle Club members are talking of organizing a tour by wheel to Buffalo in September. Howard P. Merrill, of the *Union*, is trying to get up a large party to go by rail. If a sufficient number can be pledged special rates and accommodations can be secured. Cyclists in Springfield and vicinity should send in their names to Mr. Merrill at the *Union* office.

THIS hill-climbing craze is getting to be very general. Every cycling center has its "Terror." The "Terror" of New Haven is

Highland Street Hill, and many attempts have been made to "get up" it. A week ago a party went out to tackle the grade but only one man on a 51-inch Star succeeded in getting up. The rider's name is H. C. Backus, and he is the only rider who has ever succeeded in climbing it. Several others made the attempt but they all thought better of it before reaching the top.

THERE is a hill in Gloucester called Mt. Vernon. This hill has always brought the cyclists to grief who had temerity enough to try and ride it. There is a certain combination in existence known as the "Worden Springfield Roadster Combination" which just delights to find a good tough hill that "nobody can ride." Well the hill and the "Combination" had a tussle the other day. The "Combination" tried seven times and the hill had seven good laughs, but Worden's dander was up and so on the eighth time he and his bicycle got on top of Mt. Vernon, and now the hill has nothing to say.

THE complimentary run tendered ex-Captain Whitney, of the Boston Club, last Sunday was well attended, despite the bad weather. About twenty gentlemen sat down to a fine spread at the Great Head Hotel. During the afternoon the gentlemen were the guests of J. S. Cushing, a member of the club, and right royally were they entertained. An attempt was made to visit the yacht Ibis, but the wind storm prevented this part of the programme, and it had to be omitted. The day's outing was wound up by a grand supper at Taft's, and then the cyclists and their friends went home content. Captain Whitney returns to his ranch this week, and all of his friends will miss the popular ex-Captain most terribly.

THE other morning at Hull we were hurrying to put on our detachable saddle so that we could ride down to the boat that leaves for Boston at 8.10 A. M. We only had about 5 minutes to go the mile, and so we naturally fretted and fumed, and we are afraid used unseemly language at the obstinacy of the saddle that would not be attached. Every second was precious and as they slipped away the perspiration and the anathemas flowed freer and became more blood-curdling. A small boy had been watching our frantic efforts and listening to our "tale of woe," and at last he quietly made a suggestion as to the method of putting on that kind of a saddle which we despairingly tried and were astonished to find that the obstinate saddle at once fell into place. We gasped out our thanks to the clever youth, jumped into the saddle, and spent the short interval it took to reach the boat in mentally kicking ourselves for our stupidity. There is a moral to be drawn from this incident and we drew it.

NEWS

AND COMMENT.

FRED FOSTER, of Toronto, captured the Canadian mile tricycle record the other day in 3.18 4-5. The *Globe*, in reporting the fact, says, "When will this record breaking stop?" We would say to the *Globe* man that there is lots of chance to "keep a-going" between the 3.18 of Foster and the 2.41 3-5 of Gatehouse. Foster, on a good track, can beat three minutes considerably, or we miss our guess.

TEMPLE wants a match with Howell for £100 a side; distance, one and ten miles.

THE race meeting to be held at Pittsburg last Saturday was postponed on account of rain to July 7th.

ROCHESTER (N. Y.) wheelmen had a lantern parade on the Fourth. Three or four hundred wheels were in line.

WE had a call from Geo. D. Hendee last week, and were sorry not to see him. The rumor that Hendee had been re-instated is without foundation. He has not even applied.

MR. H. D. COREY is now away on his honeymoon. The wedding, which took place last week, was very quiet. The happy pair will be away for some time.

W. J. CORCORAN, the well known athletic trainer, is now in Boston, and all letters to him should be addressed to him in care of the BICYCLING WORLD Co., 12 Pearl street, Boston.

MR. F. S. DOLE (the backer of Eck's "Yankee team") was lately married to Miss Augusta Fleming, of Watertown, N. J. The pair are now at the White Mountains enjoying their honeymoon.

MR. DUCKER's efforts to bring Mr. Hillier to America are well meant but will prove useless. When Mr. Hillier comes he will pay his own expenses. We would like to see him and have him see us.

AN effort is being made by New York wheelmen to have the authorities extend the asphalt pavement now on Madison avenue between Twenty-third and Thirty-Second streets out to Fifty-ninth street.

They have a "sporting editor" out in Portland, Ore., who does not know that the riding for a purse makes the amateur a full fledged professional. Will Censor Page please squelch that editor and oblige?

W. S. DOANE, now of Denver, Col., will start from that city August 5 and ride to Boston, via Buffalo. His route will be given later, and Mr. Doane promises to keep us posted as to his progress from time to time. Mr. Doane will ride a 40-inch Apollo.

In Charlestown, W. Va., the principal streets are paved with a patented combination board floor and hard brick pavement, which is smooth, slightly, almost noiseless, cheap, durable and generally satisfactory. This pavement is being extended from year to year, as the city finances admit of it.

The Cincinnati cyclists are trying to prevail on the managers of the Cincinnati pageant to allow the bicyclist to participate. To be sure such a plan would be very satisfactory for the cyclists, but as it would require the police to make room through the immense crowds twice it is looked upon with disfavor.

A PRACTICAL illustration of the muscular Christian is given in the instance of the Rev. Geo. A. Knerr, of Sunbury, Penn., who rode from that place to Reading, Penn., on Monday, 25 June, a distance of 108 miles. He stopped at Dauphin some three hours. The Reverend gentleman rides a Star.

AFTER reading the following, taken from Oregon *Siftings*, can any one say that missionary work as to the road building and repairing methods does not need pushing? The italics are ours: "Messrs. Daniel and Cushman, the two wheelmen of Tacoma who started on a cycle trip to Frisco overland, wrote some two weeks from San Francisco. They report the roads as being pretty tough, not only from the rain, but from the farmers plowing up the road to save taxes."

The *Spectator*, of St. Louis, takes up the cudgels on the side of right and decent behavior. Mr. Page and the editor of this paper have from time to time indulged in some pretty sharp sparring, but we are with him hand and hand in this crusade against rowdyism in the ranks of the L. A. W. and among wheelmen in general. Shake, Mr. Page, and if our left hands are used to give each other a dig in an "amateurish" way, we never can feel other than a sympathy for you so long as your right hand swings a club to give the rowdy element a good, honest thump.

As the Aeolus Club, of Chicago, were riding past the corner of Huron street and Centre avenue on their way home from the L. A. W. run on Sunday, 17, a rascally rough caught hold of Captain Bray's wheel, and without any provocation, threw him heavily. Luckily Mr. Bray escaped without injury. A police officer happened to see the cowardly act and immediately arrested the offender. On Monday a number of club men went down to appear against him, but the judge could hardly have been aware of the criminality of the act for he only fined the brute \$3 and costs, about \$3 more. A year in the penitentiary would not have been too much.

A CORRESPONDENT, writing from Providence, R. I., desires to know the best track and road records for 25 miles; he would also like to know the best tandem record for one hour, 25 miles and 24 hours. The records are:

Track bicycle, 25 miles, 1:10.34 4-5, by Jules Dubois, August 24, 1887.

Road bicycle, 25 miles, C. E. Kluge, 1:30.00, May 30, 1888.

Track tandem, one hour, Allard and Oxborrow, 20 miles 715 yards, October 17, 1887.

Track tandem, 25 miles, Allard and Oxborrow, 1:13.42 4-5, October 17, 1887.

Track tandem, 24 hours, W. J. Morgan and Louise Armaindo, 250 miles 140 yards, Lynn, October 19, 1886.

A CORRESPONDENT writing from Lonsdale, Pa., at which place veracity and truthfulness do flourish, sends us the following, which we confess rather staggers us, but coming from the section named and over the signature it did, we have nothing to do but accept it as gospel truth, and mingle our tears with those of the cowless and "aged peasant." "Cherries are ripe in this section, and work, such as bicyclists generally choose, is rather slack, so our riders take advantage of these circumstances, and lie away to the choicest cherry trees found on Chestnut Hill, three miles away. Last week our consul, Mr. C. Long, and Mr. M. Kern, while on one of these trips to Cherry-land, met with quite an interesting adventure. They were coming down the hill at a fair speed, the consul in advance, when they met an aged peasant driving an old cow. The animal squared off for the consul's wheel, but miscalculating speed, she just missed it, but Mr. Kern struck her broadside, cut her clean in halves; one of the handles struck the rear half and was

slightly bent, the wheel made a few gyrations and sped with its rider on its way. The peasant stood and gazed at the cow, rubbed his weeping eyes, shook his head in despair, and said, 'Oy! Oy! Oy! Oh! my orney oldy kuh!' Some days ago the New York and Chicago Limited Express struck a two horse team at a road crossing here, killing one of the animals and throwing the driver some distance, but this was a trivial and insignificant affair compared with the adventure Kerney had with the cow."

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

The afternoon parade of the Brooklyn Bicycle Club "permeated" on the afternoon of Saturday last. In point of numbers present it was not so much of a success as was anticipated. In all, 130 participated, including 60 of the B. B. C., 8 of the Brooklyn Ladies Tricycle Club, including the one lady bicyclist of Brooklyn, 30 of the K. C. W., 12 of the L. I. W., and 20 of the Universals, not to mention Y. H. Servant. The line of the parade was a long one, over six miles of parade in all; and covered a good deal of business-like Belgian pavements. The pacemakers, Messrs. Neal and Ackerson, led, followed by the squad of mounted police and a mounted bugler from the 12th Regiment. The way that bugler made things hum was a caution. Percy Seixas can hardly be consoled. It was the first time for most of us to witness the riding of the one lady bicyclist. The mount was accomplished as gracefully and easily as can be imagined, and once in the saddle this lady in particular had no trouble in keeping up. After the return, the visitors were regaled on the luxuriant lawn in the rear of the house with delicious claret punch, et cetera. The latter was very nice.

The Kings County Wheelmen had a well attended Club run to Roslyn, last Sunday, under command of Lieutenant Harry Hill.

GENTLEMEN of New York and Brooklyn, keep your eyes open for the announcement of the promised blow-out of the Mercury Wheel Club, probably July 21.

CAPT. CLARKE, of the Mercury Wheel Club, holds the record of that Club for June, with 431 miles, and for fifteen days of April, and the months of May and June, 1,003 miles.

MR. C. A. SHEEHAN, of the Manhattans, is making arrangements for a special train on the West Shore to the Buffalo Meet, and promises a special boat for the party from Brooklyn, if the delegation from that city is large enough.

MANHATTAN BICYCLE CLUB. Total mileage for May, 2,537 miles. During June Messrs. R. F. Shaffner, J. W. Sheehan, and W. H. Putney each made very close to 700 miles, but so many are away on vacations that the total cannot be estimated.

SOME of the olde clubs will have to look out for their laurels if the U. C. C. keeps turning out as strong as they have lately. Take the advice of a vet., boys, and make the Patchogue century, and the others will know you've cut your eye-teeth.

THE Citizens are coming in heavily on the road-record question, and the competition waxes fast since Capt. Pontaine disbarred himself so magnanimously from winning the record prizes. The "Cits" had a run down on their lists for the Glorious Fourth, to Coney Island, via Twenty-third street ferry and Bedford avenue: particulars later.

MR. F. R. MILLER, second lieutenant of the Riverside Wheelmen, has been riding only since the first of April, but "all the same," he was one of the twelve finishers of the Great Century, and wants to try it some more. His riding compares very favorably with that of the supposed "toughs," who dropped out at Trenton, although they had not ridden nearly so far, and were capable of further effort.

NEW YORK BICYCLE CLUB. Total mileage reported for June, 6,106 miles. Total for year, including June, 16,330 miles. The leaders for June were Mr. G. M. Nisbett, 1,059 miles, which is probably the record for the United States, Mr. W. E. Findley, 819 miles, and J. M. Andreini, 288 miles. The above Mr. Findley rode every day in the month of June. Mr. Nisbett's record for the year, so far is 2,283 miles, Findley's, 1,283, E. del Genovese, 1,160 miles.

In this week's issue the advertising space occupied by Gormully & Jeffery Mfg. Co. contains an excellent cut of the completed Rambler safety bicycle. The changes made greatly strengthen and stiffen the frame as originally designed. We have been promised one of these machines to try at an early date, and we shall take pleasure in giving the results of our trial.

If you want a second-hand wheel see on page 193 the advertisement of the New York Bicycle Co.

Who was at the last League Meet but admitted that The American Rambler was the King of the Rear Drivers?



Certainly the crowds constantly surrounding it demonstrated that it was the centre of attraction.

Its salient points are obvious. By placing the reacting spring, whose effect is self-evident, between the rider's body and the rear wheel, the necessity for the spring at the front, with its manifest erratic steering is dispensed with, so that in the RAMBLER we offer a rear driver that one

Can Ride and Coast Hands Off.

It is the lightest, too, of them all, and of the highest possible grade, and what is just as gratifying is the fact that we are now booking orders for August delivery.

Price, Standard Finish, \$120.00.

Catalogue on application.

GORMULLY & JEFFERY MFG. CO., - - - Chicago, Ill.

Largest American Manufacturers of Cycles and Sundries.
For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

Patented Feb. 15, 1887.



Free by Mail on Receipt of
PRICE, . . \$10.00.

All the Accepted Road Records

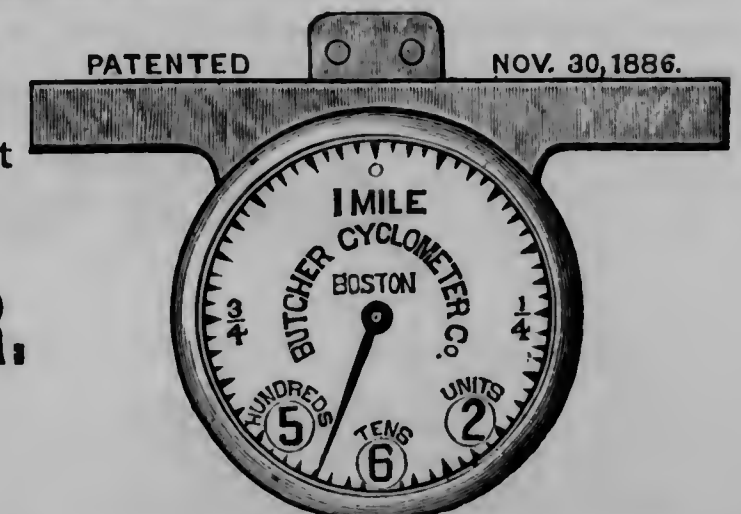
Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

6 and 8 Berkeley Street,
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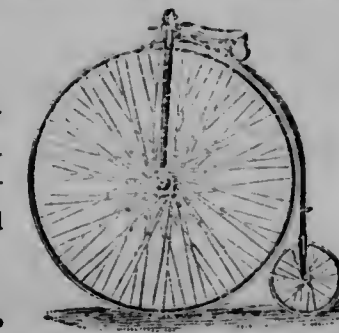
Our Spoke Cyclometer.

SENT FREE BY MAIL ON RECEIPT OF
PRICE, . . . \$5.00.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

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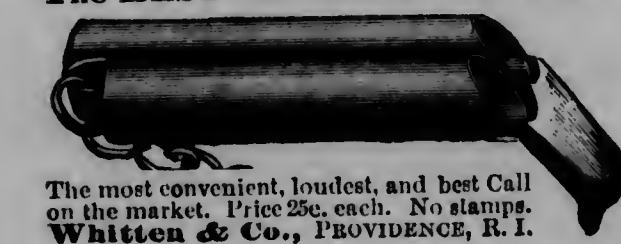


Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by first freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps. Whitten & Co., Providence, R. I.

THE NATIONAL A HIGH GRADE BICYCLE.

CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cyclodrom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

Marlboro' Club Tricycle,**Marlboro' Tandem,****Swift Safety,****King of Clubs Bicycle.**

FULL DESCRIPTIVE CATALOGUE FREE.

The Coventry Machinists' Company, Ltd.,

239 Columbus Ave., BOSTON.



THE MARLBORO' CLUB TRICYCLE.

**INCER CYCLES**

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.

Correspondence invited.

**SECOND-HAND GUNS AND REVOLVERS**

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.**DIFFICULT REPAIRING A SPECIALTY.****ABOUT A FRENCHMAN, LADY TRICYCLISTS, AND OTHER ITEMS OF INTEREST.**

BY "JACK"

"Le yeux bleus vont aux cieus,
Le yeux verts aux enfers,
Le yeux noirs au purgatoire,
Et les yeux gris au paradis."

These words were being hummed very gaily last Sunday on the Ripley road by a French cyclist, who was making his way as fast as the wind would allow him, mounted on a high ordinary with high head and short handle bars. There was a good deal of the troubadour about the "get up" of the fellow. What with small gold epaulets, a jockey cap with several badges on it, and a military jacket smothered with braid, he was "all very fine and large." Rather an interesting man was this Mounseer Juggins. I had passed him on the road and was thinking what good form it was to sing French love ditties at the top of one's voice on a Sunday morning, when the bell of Frenchy's bicycle sounded, and along he came with blood in his eye "like the wolf on the fold," and his costume so killing "with purple and gold." I let Juggins pass and allowed him to make the pace until I got to the top of a high hill, and then I left poor Mounseer. I have not seen him since. Safety versus ordinary generally results in this sort of thing.

Cycling in moderation for ladies I approve of. A light machine, a suitable dress, good roads, and a thorough gentleman for a companion who will set an easy pace. I think "Violet Lorne" and "Daisie" will agree with me that there is not a much more pitiful object than a woman flying along with her hair streaming in the wind, her nose red and her face perspiring till it glows crimson. Of course in nine cases out of ten the girl has a companion who sets a pace which is altogether too fast for the average woman, but the poor girls are so horribly handicapped by their dress, and by the heavy machines upon which women generally ride. I see it every day. A twelve stone man upon a forty-five pound machine, and a fragile looking girl of say eight stone upon a machine that her brother used to vow weighed somewhere over eighty pounds (but which was quite good enough for sister). And then the idea of two persons so mounted, trying to take an enjoyable ride. The strong man whose machine is good for thirteen or fourteen miles an hour, and the "bath chair" that might with a strong rider pass six miles in that space of time.

Mrs. Smith, the English tricyclist, never seems hot or untidy. I would that girls who are going to ride could see Mrs. Smith after a twenty-mile spin. She understands how to dress, and does so with reference to the requirements of the wheel. I must admit that Mrs. Smith is the most graceful lady rider that I ever saw. It was only the other day that I saw two young lady tricyclists standing under a tree in a heavy rain storm. I volunteered to see them to a place of safety and shelter, but no, they were going fifty miles on to Portsmouth, and bad roads at that. "G. G.!" thought I, and I said "on those machines?" One a Salvo (112 pounder), the other a Coventry Rotary of great but uncertain weight. "Yes, on those machines. Why, what's the matter with them?" "Nothing," said I, "they are fine machines." I told a most awful lie, but I know how sensitive a man is about the powers of his horse, dog or gun, and I suppose women are the same about their goods and chattels. That is what I call "grit." Fifty miles on an old "Coventry Rotary?" Why, it is a job very few men would care about in fine weather. But such a day, such roads, such machines, such girls. Here's to the girls. God bless 'em.

The "Anchor" at Ripley is a quaint place but so comfortable. I came there the other day soaking wet and muddy, and was at once given a change of dry clothes. They have change of raiment for thirty men. Oh how comfortable for a lot of bedraggled scarecrows to cast off wet cycling togs and jump into a bath and into dry clothes while the rain patters upon the window panes outside.

We are told by travellers that the ostrich, when closely beset by hunters, buries its head in the sand under the impression that because it cannot see its pursuers it is itself invisible. It thus presents a conspicuous target for the hunter's rifle. My acquaintance who signs himself "Chesterfield," and who lately took my name in vain in a cycling periodical about my choice of a *nom de plume*, has a good deal of the ostrich about him. Bless his bucolic innocence. I knew his fine old Roman hand, with its lofty contempt for the canons of punctuation and syntax, and its old-fashioned knock-you-over flourish of "now, sir," before I had read six lines of the epistle. However, as he meant kindly by me I shall forgive him, but he should remember that a dead mummy is always preferable to a living fossil. I think that he has been graduating for the sarcophagus for years past.

I have to thank the editor of the *Scottish Cyclist* for the prominence he gave to a letter of mine clipped from the *BICYCLING*

WORLD, in which I speak rather slightly of some people who inhabit a small Scottish town on the river Tweed. In the issue of May 2 Nisbet or Bremner, the editors, begin their editorial page with a long "talk" about my letter and say that it is rather strong. I meant it to be strong, and feel very glad that the editors of the *Scottish Cyclist* have thought fit to reprint it in a paper which will perchance fall into the hands of some of the specimens in human guise to which I referred when I wrote it. I do not usually write billious paragraphs without just cause, and the Peebles paragraph was no exception. I had reason for so writing.

The *Scottish Cyclist* scribes are both ("Aeolus" and "Steersman") well known writers and speak with a decided amount of authority. Their paper is tasty and has surprised all its esteemed contemporaries. I am sorry that they should have jumped wildly upon my Scotch letter. Perhaps I was wrong, and if I am sorry. Here's luck to the *Scottish Cyclist*.

This "public press paragraphing" and "private letter apology" is a wheeze of great antiquity, and we are forced to smile at the "Juggins" who has recourse to such a contemptible habit. It reminds one of a boa constrictor swallowing a rabbit, with this difference, that the process of slobbering (the private letter wheeze) occurs after and not before you have been victimized. The odds are in favor of the wily boa constrictor in point of honor.

I was very much pleased to see, in a late *BICYCLING WORLD AND L. A. W. BULLETIN*, the names of nine new L. A. W. members in the State of Mississippi. They hail from a little town I often think about, Greenville. I used to address a great many long letters to that town, "but I haven't for a long time now." I was also pleased to note the appointment of Mr. George G. Clarke, of Greenville, to the Chief Consularship of the State, a position which I once held. I wish him success.

I shall look forward with great interest to the doings of the Mississippi contingent, although the roads are vile. I shudder to think of them. I had the honor of being the first man to bring a bicycle to the State, and the poor, old "Special Club" has now been lying in the outhouse on the banks of the Mississippi for some years, with its rubbers eaten off by the sun, and the spider building his wierd suspension bridges among the spokes. A horse is not a bad thing for Mississippi. The road from Jackson to Vicksburg is a caution and should only be attempted when a man has lots of time on his hands. The road up Deer Creek to Greenville (from Vicksburg) is not so bad as it might be, but that is not saying much for the quality of the road. The road from Vicksburg to Yazoo City, by way of Sartartia, is a hateful ride, and a wheelbarrow would be as good for most of the distance. There is no reason why a couple of good tournaments could not be got up this year; one at Greenville and one at Vicksburg. New Orleans, Nashville and Memphis might also take the hint. Put a big roller on the Greenville fair ground track and very fair time could be got. And what a crowd you would get. There's a spec for somebody.

GREENWOOD WINS THE FIRST OF THE SERIES.

The first one of the series of hill-climbing races between Hal Greenwood and Jno. A. Wells, took place yesterday on Kimmswick Hill, which is located about 22 miles south of the famous De Soto road. About 25 Missouri and Cycle Club men witnessed the race; they reached the scene of the contest by a special train via the Iron Mountain Railway and Kimmswick, Mo. The road from the station to the scene of the contest is a miserable piece of corduroy, and several of the boys who essayed to ride, came to grief by having their machines break down under them. Hal Greenwood went down the road the day before and spent the night down there; Wells got there by a wagon from Kimmswick and claims that he was considerably shaken up by the rough travel.

Greenwood won the toss and choose the second mount. Promptly at 6.10 Wells was under way, starting with a spurt. He had reached half of the distance in 3m. 28., when the strap of the left side of his Star gave way and he came to a halt. There was a murmur of disappointment went up, but the accident did not stop the race. Wells descended to the bottom of the hill, and placed a new strap on his machine to make another attempt.

Greenwood got away promptly at 6.15, and the interest of the event had reached its climax. He started slowly, his usual style of hill climbing, until the cheering of the wheelmen who followed, induced him to go faster. "Go it old man" was the cry, and Greenwood humped himself in great shape. He stood straight over his saddle, and his face wore a set determined look. As he neared the finish his wheel began to wobble, but he persevered and when he reached the finish, an exhausted man, a great cheer went up, for he had accomplished the climb in just 5m. 54 sec. He was disappointed at the time, and showed his friends how a string foot brake, which he always has on his machine when riding the De

Soto hills, impeded his speed by getting caught on the lever of his wheel. Wells got away at his second attempt at 9.47, and his riding was watched with breathless interest. He was doing his best, but even that was not sufficient, and when he crossed the tape he was "dead," and his face white. His time was 6m. 4 sec.; Greenwood beat him by 12 sec.

Wells claims that he was not at his best on account of aforementioned rough trip of two hours' duration in a springless wagon, and was also obliged to hold his wheel the entire distance. The contest yesterday undoubtedly was one calling for good head work and great endurance, and the victory is a big feather in Greenwood's cap, as he was also handicapped by his brake.

NOTES.

The road from Kimmswick was ridden by a number of wheelmen. Charley Hildebrand broke the backbone of his machine, and four or five others broke their (bicycle) necks.

W. M. Brewster was referee and starter; W. S. Snyder, A. L. Jordan, E. B. Kidson, judges; A. K. Stewart and E. C. Klipstein, timers. Stop watches, similarly timed, were held at each bend, with two men to clear the road at each of the four bends. Those who witnessed the contest were N. H. Hawkins, E. B. Kidson, Percy Stone, E. C. Klipstein, C. C. Hildebrand, A. K. Stewart, W. M. Brewster, L. C. Stone, A. E. Colcord, A. L. Jordan, W. S. Snyder, Julius Hart, R. B. Clark, Ed Bates, C. F. Westlake, H. N. Mayo, Hy Oellein, A. J. Emory, E. Rotty, E. Scott, E. G. Hill, A. A. Knight, J. T. Dunningan, Dick Hurck and Geo. Tivy.

LINNEUS.

AT AUGUSTA, ME.

In the bicycle race July 4th at Capitol Park, for a purse of \$40, distance one-half mile, Mart Dow, of Waterville, was declared the winner, defeating Harry Stone and Charles Clark, of Augusta. His time was 1 minute 45 seconds.

TEMPLE LOSES A RACE.

We are pleased to notice from a cablegram to the *Globe* that Temple was so far recovered from his accident of a week ago as to start in one of the races at Amsterdam, but he was compelled to stop, owing to pain caused by his accident. Allard won the race, with Woodside a good second.

THE BROOKLINE CYCLE CLUB.

This club held a very successful antique and horrible parade on the Fourth. Cyclers from Boston and surrounding suburbs were out in force and enjoyed the display immensely. The costumes were as usual very funny, especially those representing the feminine portion of creation.

AT SPRINGFIELD, MASS.

The event of the Fourth among Springfield cyclists was the road race of the wheelmen this morning, the run being to Suffield and return, a distance of twenty miles, and an attempt to beat Eldred's record of 1 hour 19 minutes 50 seconds. The record was not broken, but George Thomas was the winner, making the distance in 1 hour 27 1-2 minutes.

JAMAICA CYCLE CLUB.

This club passed the Fourth by indulging in runs in the morning over to Brookline and to Hyde Park to witness the races at the latter place. In the afternoon they held a road race of about three miles. The contestants were — Walker and E. C. Chase, the race being the result of some good-natured badinage. Walker was given thirty seconds' start, but Chase soon caught up and won the race as he wanted. No time. In the evening the illuminations and fireworks at the club house were very fine, and were witnessed by a very large and enthusiastic crowd of cyclists and their friends.

LYNN RACES.

The races held July 4, over a terribly rough apology for a track on Lynn Common, resulted as follows:

Novice, one mile; Buttrick (1), Stevens (2).
One Mile Open; Nightingale (1), C. E. Whitten (2).
Two Mile Open Handicap; Nightingale, scratch (1), J. H. Sherman, 9 seconds (2).
Two Mile Handicap; Nightingale, scratch (1), Stevens, 40 seconds (2), Buttrick, 40 seconds (3).

There were five races and seven headers. This is record we think.

RACING AT CINCINNATI.

At the Cincinnati Ball Park last week, Levi, of the Centrals, won the half-mile bicycle race (ordinary) in 1:26, with Perin, of the Kentons second, six inches behind. T. J. Craighead, of the Kentons, won the half-mile safety race on a Star in 1:33 1-3, Charles Hanauer second. A good-sized audience was present, including a number of our local cyclists, with a general sportive turn of mind.

AT CHELSEA, MASS.

The races at Chelsea, July 4th, resulted as follows: The first race was the one-mile novice, C. F. Crandon coming in first, closely followed by Louis F. White and John White.

The second race was for the championship of Chelsea, and was very close, being won by C. H. Roberts, with John White second.

The race for the championship of boys under 16 years of age was the next, the winners being George Rogers and Mort Smith.

A slow race of one lap was won by F. W. Bailey. L. F. White was a close second.

The most exciting of all was the lap race of one mile. There were six entries, and all kept close together till near the finish, when L. F. White, C. G. Bernard and C. H. Roberts, who were abreast of each other, all took headers. C. F. Crandon and J. White won the prizes in this class.

The last race was a velocipede race for boys under 12 years of age, the prize being a velocipede, which was won by Fred Clark.

NEW BEDFORD CYCLISTS.

Dispatch to Boston Herald.

NEW BEDFORD, July 4, 1888. The bicycle races arranged by the city council committee on the Fourth of July celebration were witnessed by a good sized crowd. The result was as follows: Five-mile race, for a cyclometer and lantern, five starters—won by F. W. Smith; time, 17m. 20s.; Charles R. Chance second. Half-mile novice race, for a Victor saddle and bicycle shoes, five starters—won by Charles R. Chance in 1m. 40s., A. C. Cory second. One-mile race, for ball pedals and bicycle shirt, four starters—Hoyt and Smith won in 3m. 28., with Charles R. Chance second. Quarter-mile race, without hands, for bicycle bell and monogram pin, three starters—F. W. Smith won in 45s., Hoyt and Smith second. One-mile run and ride, for opera glasses and a Norfolk jacket, four starters—F. W. Smith won in 4m. 15s., with C. G. Howland second. In the team race for a picture, valued at \$14, the South-enders won, scoring 19, to 17 for the North-enders.

THE 25-MILE RACE AT PROVIDENCE, R. I.

Last week Wednesday the Rhode Island Division held their third annual twenty-five mile race at Roger Williams Park, Providence. Heretofore this annual event has been run on the road, but this year it was decided to hold it on the track. Last year the race was run on the road between Providence and Warren, and was won by Mr. Turner, of Warren, in 1h. 42m. 58.; J. Dawson, of Pawtucket, second; Moore, who is entered this time, third. The conditions were good, as the track was fine and there was no wind. Van Wagoner led, with Bruce second, up to the 29th lap, and then Scott made a successful bid for first place, which he held to the finish. Scott rode in grand form and finished as fresh as a daisy. We give results below:

W. A. M. Scott, of Providence, Victor Light Roadster, time, 1:24.30.

Wm. Van Wagoner, of Newport, Star (51-inch), time, 1:26.30.
B. Tailor Bruce, Providence, Victor safety (geared to 60 inches), time, 1:30.20.

W. D. Bullock, of Providence, Rudge, dropped out.
W. A. M. Scott is the three-mile champion of Rhode Island, having won same on this track May 30th, in 9:37.

ON BOSTON (MASS.) COMMON.

The city authorities always realize the fact that cycle races are a very popular feature in the annual celebration, and this year proved this fact again, over 7000 spectators viewing the races. The track was poor and two serious accidents occurred, Berlo and Caldwell both taking bad falls. We give below the results:

In the first race, which was for novices, and the distance one mile, there were 13 starters. J. P. Clarke won the first prize, covering the distance in 3:16 1-4, Crombie crossing the line 1-4 second later, while E. A. Bailey came in third.

The second race was for amateurs, distance two miles. A quintet of riders contested in this event. They were David Drummond, Cambridge; H. L. Caldwell, Boston; Peter J. Berlo, South Boston; C. H. Roberts, Chelsea; and K. Brown, Harvard Club. Drum-

mond won in 7m. 9s., and Caldwell crossed the line one-half second later.

A lap race of two miles came next. It was won by Berlo in 7m., followed by McCrombie in 7m. 1-4s. The following were the riders: Edgar R. Rodd, Rover Club, Brighton; J. P. Clarke, Dorchester; R. A. McCrombie, Dorchester; and Peter J. Berlo, South Boston. The points made in this race were apportioned as follows: Berlo, 27, he never losing foremost position in any of the eight circuits of the course; J. P. Clarke, 6; McCrombie, 3; Rodd, 2.

The fourth race for amateurs covered a space of three miles, and was won by Drummond in 11m. 55s., neither of the three other competitors finishing. It was in this race that the accidents to Caldwell and Berlo occurred, as already stated. The fourth starter was K. Brown, of the Harvard Club. Brown had nothing to prevent his taking second prize had he chosen to do so. It is understood that he chose to go to the meeting to be held later at Buffalo as a novice than a holder of a second prize.

Bailey won first prize in the "consolation" race, making the mile in 3m. 21s.; E. J. Clarke coming in one-fourth of a second later secured the second trophy. The other starters were Rodd, Carman, James Clarke, Klaus, Kehew and Brown.

A CHALLENGE.

UNDERSTANDING that certain members of the San Francisco Bicycle Club claimed to have made the best time between Oakland and San Jose, which the Bay City Wheelmen claim. The latter hereby challenge the San Francisco Bicycle Club to a club road race, over the same ground, team to consist of five to twenty-five men. Time, and size of team to be arranged as soon as accepted.

HARRY C. CUMMINS,
Secretary Bay City Wheelmen,

230 Van Ness ave., San Francisco, Cal.

A CORRECTION.

Editor *Bicycling World*: Will you kindly oblige me by correcting in your next issue, the statement made in your issue of the 22th inst., page 193, that I received 17 seconds in the 2-mile safety race. I was scratch man and gave Midgley 3 seconds start, but, through the ignorance of Van Sicken, was held back 17 seconds. I protested, but could get no satisfaction. You will greatly oblige me by making a note of the above in your next issue.

Yours very truly,
CLAS. A. STENKEN,
225 Palisade avenue, Jersey City, N. J.

June 26, 1888.

MR. HARRIS CHALLENGES MR. WELLS.

Editor *Bi. World* and *L. A. W. Bulletin*:—It would seem to anyone reading the effusions of John A. Wells, lately defeated on his Star by a Springfield Roadster, that the only rider left to beat was the undersigned. I have never aspired to place my name openly before the cycling public except in that non-egotistical way, by means of a pseudonym, but this time. When a Quaker treads on a Yankee he treads on metal, and if Mr. Wells would like to test the combination P. M. H. and S. R. vs. J. H. W. and Star his wishes will be gratified, either in a road scorch, in difficult road riding (hill climbing excepted), or on the track, provided Mr. Wells will not use a specially constructed Star, but a Star about the weight of the fifty-inch Springfield Roadster, forty-three pounds.

Washington, June 26, 1888. P. M. HARRIS.
[We were not aware that Mr. Wells had written any "effusions." Mr. Wells has acted and ridden, but we do not think he has written or talked much.—ED.]

HARTFORD, CT., TOURNAMENT.

Editor *Bicycling World*: The Hartford Wheel Club, feeling encouraged by the success attending their one-day bicycle tournament held at Charter Oak Park last September, have decided to hold a two-day tournament this year. September 12th and 13th have been selected as the best dates for this meeting. The management will spare neither labor nor expense to make this the grandest two-day bicycle tournament ever given in this country. As an earnest of this, we would call attention to the fact that \$2,500 will be offered in purses and prizes to the professionals and amateurs. With good weather there is no doubt but what records will be trimmed a little closer, as the most noted riders of America and England will meet at Charter Oak Park, which is well known as one of the fastest tracks in existence. Among the many events will be the one-mile professional championship of America, and the one and three-mile state championships. Riders wishing to do their training here will

be glad to learn that a new hotel is now being built opposite the Park, taking the place of the one burned two years ago. The new house will be completed this summer. Kindly oblige by making note of our dates among the fixtures. Further information may be obtained of

H. H. SMITH, Secretary,
Drawer C., Hartford, Conn.

THE MASSACHUSETTS DIVISION MEET.

A MEETING of the board of officers of the Massachusetts division of the League of American Wheelmen was held at the Point of Pines last Saturday. The following officers were present: Chief Consul, H. W. Hayes of Cambridge; Secretary, Sanford Lawton of Springfield; and Dr. W. H. Emery of Boston, Dr. W. G. Kendall of Boston, J. F. Adams of Haverhill, J. S. Dean of Boston, J. H. Grimes of Cambridge, A. W. Robinson of Charlestown, J. B. Seward of Chelsea, E. B. Colman of Cambridge, W. A. Mossman of Jamaica Plain, and John Amee of Cambridge. Amendments to the constitution of the division were made as follows: That the constitution shall conform to the constitution of the national body; that the election of Chief Consul, Vice-Consul and representatives to the division board must take place between July 15 and Aug. 15; that districts be appointed as per official notice (see official department). It was voted to hold the annual meeting of the division at Cottage City, on Aug. 2, 3 and 4. Dr. W. G. Kendall and A. W. Robinson were appointed a committee on arrangements.

THE WASHINGTON-BALTIMORE PIKE.

IMPROVEMENT THEREOF SUGGESTED.

FRESH from the incidents of the last week, and while a realization of the vicinity and sisterhood of the cities of Baltimore and Washington is yet strong in the minds of hundreds of wheelmen, I want to agitate a question which has been in my mind for over a year—dormant because no fitting opportunity has presented itself for its discussion. The New England and Middle States comprise the great field for Eastern cycling centres, all connected as they are, by a network of roads, mostly good or at least rideable, with occasional stretches of poor or bad highways, avoidable however by circuitous routes. This field extends as far south as Baltimore, the Lancaster Pike, and Hagarstown with an exceptional penetration of 136 miles from the latter point via the Shenandoah Valley, into the otherwise undesirable sands and wilds of the entire set of Southern Coast States.

And Washington—the beautiful capital city of our nation—with her far-famed and unsurpassed concrete streets, her public buildings, her parks, and her thousand points of interest to the average wheelman—is shut off from other Eastern centres by wretched pikes between here and Baltimore, and because a detour would take the rider seeking an average road or a typical New England thoroughfare, not slightly but something like 30 miles out of his way—enough to consume two days of our warm southern riding to cover 40 miles direct or 49 by the nearest road. What is the result of this? Something like 3000 wheelmen attended the League Meet in Baltimore—about 400 in all came over to Washington; I have yet to hear of the first man among them who scorned the cars and pedaled the short distance intervening in the true spirit of a cyclist enjoying his outing a-wheel. At other points, wheelmen living in centers only 40 miles apart "run over" to see each other a dozen times a season, know each other well, can find their way to each others' club houses, and enjoy the brief span of roadway that separates them. We do too, oh yes. There's perhaps not a hundred men in both cities who haven't ridden the distance once or more. We call it trilling, laugh at those who think otherwise; but all the same when the trip is to be taken I notice we haven't time to ride, can't get a crowd, it's too hot, or for some reason, always good, we prefer the cars. I didn't hear a Washington man at Baltimore even propose to skip the excursion the last day and bring over a number of intending visitors by road, much less do I know of one who would like the job; but at other meets enthusiastic crowds would have gathered all eager for such a ride to vary the pleasures of the meet.

Turn to Route 49 of the Pennsylvania, New Jersey and Maryland Road Book—the one link connecting the Capital city with the great eastern field—the one road which, if it were good, would make Washington, not Baltimore, the southern limit of eastern cycling—the single highway which, if practically, not boastfully, up to the average of other roads, would connect us with our sister city, Baltimore, give respective wheelmen greater intercourse and friendship, and permit long distance tourists to place Washington on their list as an additional visiting place, to which they might ride with ease from the Monumental city in one day.

The road book record doesn't look bad; as a whole the road itself is not. From Baltimore to Columbia (thirteen miles) is good,

though hilly; from Sandy Spring to Washington (twenty-one and one-half miles) is also good and also hilly, and rideable entire by an average wheelman without a single dismount. And this leaves but fourteen and one-half miles bad? True—but consider. Imagine a road for forty-nine miles with hardly a level stretch of three miles in it, whose hills are legion, and some rather steep and long; ride this as we have to in literally hot weather, with little shade, a scarcity of springs, an abundance of dust; and no rivers to wheel by the side of, no pretty girls *en route* to encourage us, no railroad to pick us up if we fall or sicken (for this route lies far from the cars), and add to it fourteen and one-half miles made up of boiling Jersey sand through which one can hardly walk, stretches of treacherous road bed where falls are imminent and the mind is taxed as well as the body, and ratty clay molded by wagon wheels and late rains, or holding deep hot pools of yellow muddy water. Consider this, and you will realize that it's "easier said than done."

Now, but for this fourteen miles Baltimore and Washington would be happy. It all lies in Maryland, and entirely outside our domain or jurisdiction. Yet I'll venture to say, so seriously do we wish to see something done to improve this stretch of road, that our city will aid materially in the accomplishment of that end. The six miles from Columbia to Clarksville could easily be improved; for the remaining eight and one-half miles we could build a side path if necessary, or perhaps the divisions combined could offer enough assistance to the local authorities in that vicinity to have the whole stretch rebuilt and resurfaced. At any rate I do hope Chief Consuls Mealy and Atwater will appoint a Conference Committee and set the ball rolling before fall. The League now has a National Highway Improvement Committee; let these sister divisions work for their own interests, with the assistance of that committee, and put the National Capital within the ready reach of all riders.

N. L. C.

OHIO DIVISION.

We give below a corrected programme of the Ohio Division meet to be held at Cleveland July 23, 24, 25:

Monday, July 23—10 A. M., business meeting; 3:30 P. M., League picture; 4 P. M., parade; 7 P. M., entertainment by the Toledo Cycling Club at Presque Isle Park.

Tuesday, July 24—7 A. M., special train to Ann Arbor, Mich., wheel to Salina, Ypsilanti and return to Ann Arbor; 5 P. M., hill-climbing contest at Ann Arbor; 7 P. M., go as you please Ann Arbor to Ypsilanti, eight and one-half miles. Unlimited fun all day.

Wednesday, July 25—wheel from Ann Arbor to Detroit, meeting passenger steamer with the ladies, all take dinner 2 P. M.; 4:15 P. M., return to Toledo on steamer Greyhound; complimentary to visiting L. A. W. by the Toledo Cycling Club; banquet on the steamer followed by vocal and instrumental entertainment, arriving at Toledo 8:30.

The special feature of the meet will be the entertainments provided for the ladies:

First day—Devoted to excursions and sight seeing about the city,

"short runs," and the evening's entertainment at Presque Isle Park. Second day—Run to Maumee, eight and one-half miles; ride to Turkey Foot Rock, returning to Toledo.

Third day—Excursion by lake, sixty miles to Detroit, meeting tourists; returning with them on steamer. A. H. BROWN, Chairman Entertainment Committee.

TOLLS IN WEST VIRGINIA.

Editor Bicycling World:—In your issue of June 22d I notice the following: "Wheelmen will be charged toll on the old Lancaster pike running out of Philadelphia as soon as the improvements are completed. We believe this is the first on record of any proposal that toll be collected from cyclists." This is not the first on record. On the M. & W. turnpike, between Martinsburg, W. Va., and Winchester, Va. (twenty-two miles), toll has been collected from cyclists for more than twelve months past. The charge is one cent a mile, while buggies are only charged two cents. However, it is only just to say that this pike is one of the finest in the country, and wheelmen are freely accorded all road privileges.

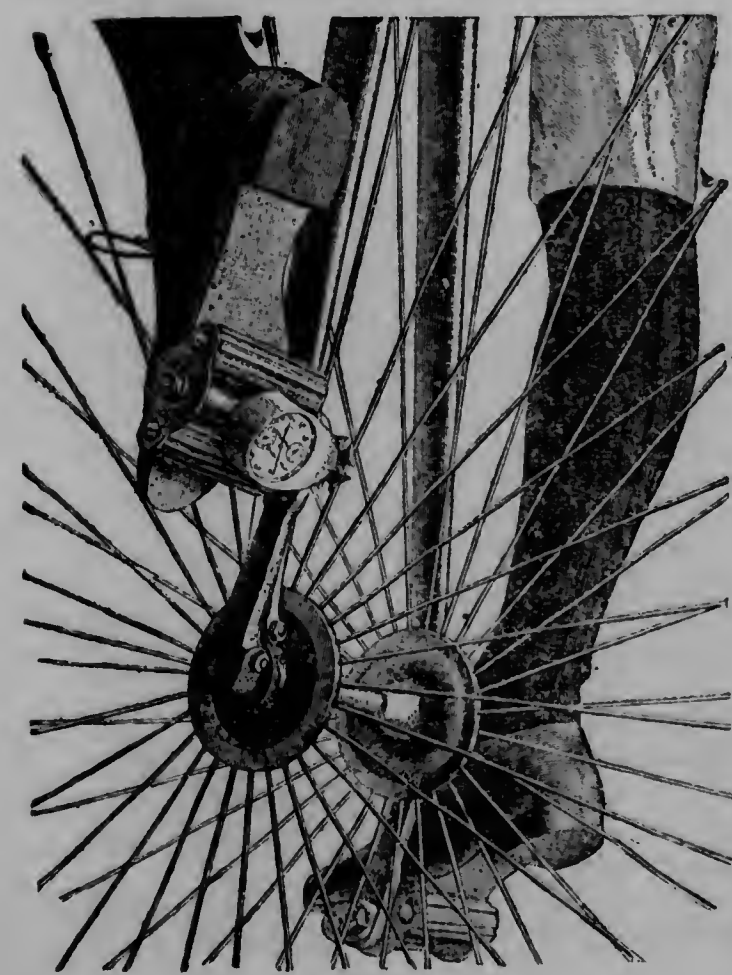
By the way, why has the WORLD no correspondent in the Cumberland Valley? The roads from Gettysburg to Staunton are unequalled, and as a natural consequence, the sport is largely indulged in. Chambersburg, Pa., has a thriving club; Hagerstown, Md., has a club numbering over eighty members, and there are several other clubs in the valley. Many wheels are in use in Martinsburg, and unattached riders are numerous in all the towns. Better roads or a more scenic route for tourists than that through the Cumberland Valley would be hard to find.

JOHN LEE FOX, Martinsburg, W. Va., June 28, 1888. L. A. W. 17,605.

If you want a second-hand wheel see on page 193 the advertisement of the New York Bicycle Co.

COMING EVENTS.

July 14—Shuman and Wells will be on Corey Hill, Brookline, Mass.
July 17, 21—Annual Tour of the Iowa Division from Des Moines to Spirit Lake.
July 19—Maryland Division Meet and Tournament at Louisville, Ky.
July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
August 2, 3, 4—Massachusetts Division Meet at Cottage City.
August 2—Binghamton, N. Y., Tournament.
August 11—Michigan Division L. A. W. Meet at Grand Rapids.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.



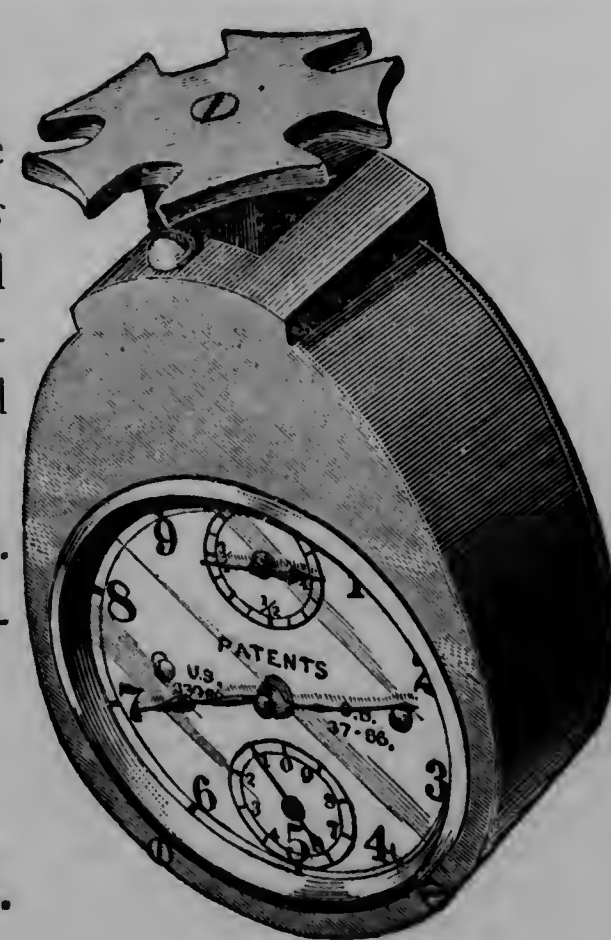
The Pedal Cyclometer.

Positive and direct in action. Simple and durable in construction. No *springs* or *cams*. Absolutely accurate. Suspended from the Pedal. The dangerous Cyclometer Lamp attachment dispensed with.

Sent to any address. Price \$10.

All Sizes in Stock. Descriptive Circular mailed if asked for.

GEO. R. BIDWELL,
313 West 58th St., New York.
Sole Manufacturer.



ABBOT BASSETT, Secretary-Editor.

UNDER the new Constitution each Division makes its own nominations, issues its own voting blanks, selects its own judges of election for the counting, certifying, etc. Chief Consuls should set the machinery for this work immediately at work, and if there is no machinery to run, it should be built forthwith.

JUST about this time we are having many requests of this kind: "Please hurry my ticket along, as I want to start on a tour next week." League machinery runs easily and as quickly as may be, but it doesn't put on speed at the behest of any individual. The hurry should take place at the other end. Procrastinators should not make a wry face when paying the penalty of procrastination.

THE Racing Board has selected Mr. F. P. Prial, of the *Wheel*, for the position of handicapper. He has a thankless task before him, but he has the ability to fill the bill, and has had ample opportunities for fitting himself for the place in his newspaper experience.

THE date of the League meet should be based somewhat on the climate. Let us have no more midsummer meets in the South. When we go to New Orleans let it be when snow whitens the New England hills. We don't dare to tell how many pounds ran off us in the shape of perspiration at Baltimore.

WHAT'S the matter with the popular cry of wheelmen? Oh! it's all worn out! Why not try something else? The Chief Consul of Rhode Island nearly perished when he heard this rusty old cry shouted out in the halls of the Supreme Court at Washington, in response to an inquiry regarding Mr. Blaine, and an outbreak of the kind in the White House was guarded against by the endeavors of several who feared it would occur. The political parties have adopted the cry; let wheelmen start something new if they must "holler."

MANY wheelmen are saying that the Meet at Baltimore will be the last one. Why? The new By-Laws may provide for an annual gathering, and they will do so if the members desire it. It is very true that the annual business meeting will take place in February, but there are ways to get a business meeting in the summer if it is

necessary, and if there is no occasion for it, why not spend the time in pleasure. Which of the Western cities will take us next year? Shall it be Cleveland, or Minneapolis, or Detroit? Don't all speak at once. Washington wants us again in 1890.

TRACY, Minn., has an ordinance forbidding the riding of a bicycle on certain streets. The *Republican*, of Tracy, refers to a recent event as follows:

"Rev. Henry Long rode up from Currie on Tuesday on his bicycle, stopped at the Commercial, then mounted his steed and started for Rev. Mr. Carver's residence. He struck forbidden ground on Third street, and on complaint of the President of the village Council, he was arrested for violating one of the ordinances. He was brought before Esquire Carver, fined \$3 and costs, but the fine was remitted and the costs were nothing. There are various opinions concerning this unusual ordinance, and Tracy is becoming noted far and near because of it. Many consider it a huge joke, others, a kind of boy play, and too ridiculous for serious consideration, while still others think it is all right. A case has been in court for a year or more arising from a violation of this ordinance, but it is still unsettled. The opinion of those who have looked into the matter is that the ordinance will not hold. There has been talk of repealing it, and if it cannot be enforced, by all means have it repealed. The press of the State is having lots of sport out of it, and so far as we can learn, that is the only good there has come of it as yet. It is claimed that no other village or city in the United States has such an ordinance."

Pennsylvania Hotels.

Please publish the following list of L. A. W. Hotels for Pennsylvania. List No. 1.

Town.	Hotel.	Rate.
1 Alden Station, Alden,	1.00 .25 .25	
2 Allentown, Allen,	2.50 .75 .75	
3 Allegheny, 7th ave., Pittsburgh,	2.00 .50 .50	
4 Altoona, Logan,	2.50 .75 .75	
5 Ashland, Union,	2.00 .50 .50	
6 Athens, Stinson,	1.50 .40 .40	
12 Beaver Falls, Grand,	1.00 .40 .40	
13 Belleville, Eagle,	1.00 .35 .35	
15 Berwyn, Wyburne,	2.50 .75 .75	
16 Bethlehem, Not reported.		
17 Blossburg, Seymour,	1.50 .40 .50	
18 Bloomsburg, Exchange,	2.00 .50 .50	
19 Blairsville, Central,	1.50 .50 .50	
20 Bridgeville, Norwood,	1.50 .40 .40	
21 Bryn Mawr, Summit Grove,	1.50 .50 .50	
22 Brownsville, Bar House,	1.50 .40 .50	
25 Bradford, St. James,	1.50 .50 .50	
26 Butler, Vogely,	1.50 .35 .35	
27 Beaver, National,	1.50 .37 .37	
28 Canton, None reported.		
29 Catasqua, Mansion House,	1.50 .50 .50	
31 Chester, Cambridge,	2.00 .50 .75	
32 Clifford, Clifford,	1.00 .25 .25	
33 Clearfield, Windsor,	1.50 .40 .40	
34 Clark, Seams House,	.75 .25 .25	
35 Clarion, Jones,	2.00 .50 .50	
37 Connellville, Power,	1.00 .25 .25	
38 Connellsville, Marietta,	1.50 .40 .40	
39 Columbia, Franklin,	1.50 .50 .50	
42 Canonsburg, Canonsburg,	1.50 .40 .40	
47 Carlisle, None reported.		
48 Downingtown, Swan,	1.50 .50 .25	
49 Driftwood, Commercial,	1.50 .40 .40	
47 DuBois, DuBois,	1.50 .40 .25	
48 DuBois, DuBois,	1.00 .25 .25	
49 E. Mauch Chunk, American,	2.50 .75 .75	
50 Emporium, Warner,	2.00 .50 .50	
51 Enon Valley, St. Lawrence,	1.00 .35 .35	
52 Ephrata, Ephrata,	1.00 .25 .25	
53 Erie, Reed,	2.00 .50 .50	
55 Franklin, Exchange,	2.00 .50 .50	
56 Frankford, 7 Stars,	1.00 .40 .50	
57 Gettysburg, Eagle,	2.00 .50 .40	
59 Greensburg, Zimmerman,	1.50 .40 .40	
60 Germantown, Conlter,	2.00 .75 .60	
61 Great Bend, Central,	1.20 .30 .30	
62 Hazleton, Central,	3.00 .50 .75	
63 Harrisburg, Lochiel,	2.00 .50 .50	
64 Hanover, Barker,	1.50 .40 .40	
65 Hokendayna, National,	.75 .25 .25	
66 Honesdale, Allen,	.50 .25 .25	
67 Honeybrook, Patterson,	2.00 .50 .50	
68 Homestead, Homestead,	1.00 .25 .25	
69 Huntingdon, Leister,	1.50 .40 .40	
70 Indiana, Commercial,	1.25 .40 .40	
71 Irwin, American,	1.50 .40 .40	
72 Johnstown, Hurlbert,	2.00 .50 .50	
73 Kenneth Sq., Kenneth,	1.50 .40 .40	

74 Kittanning,	Reynolds,	2.00 .50 .50
75 Kingston, Central,	1.50 .40 .40	
76 Lancaster, Stevens,	2.00 .50 .50	
77 Lewistown, National,	1.50 .40 .50	
78 Lewisburg, Cameron,	2.00 .50 .50	
79 Lebanon, City,	1.50 .40 .40	
81 Lock Haven, Irwin,	2.00 .75 .75	
83 Manheim, Washington,	1.00 .35 .35	
85 Mauch Chunk, American,	2.50 .75 .75	
86 Marietta, None reported.		
87 McKeesport, National,	1.50 .40 .40	
88 Media, Charter,	2.00 .50 .50	
89 Mercer, Whistler,	1.50 .40 .50	
91 Millersville, Black,	1.25 .35 .35	
92 Milton, Riverside,	1.50 .50 .50	
93 Milford, Crissman,	1.75 .50 .50	
95 Montrose, Tarbell,	1.50 .40 .40	
97 Mt. Pleasant, National,	2.00 .50 .50	

J. G. CARPENTER, Sec. Treas.

To the Members of the Massachusetts Division.

The Committee on Rights and Privileges have fixed the representation of the State, for a basis in the coming election, as follows:

Dist.	Reps.
No. 1. Norfolk and Suffolk Counties.....	4
No. 2. Middlesex.....	2
No. 3. Essex.....	1
No. 4. Worcester.....	1
No. 5. Plymouth, Bristol, Barnstable, Dukes and Nantucket.....	1
No. 6. Hampshire, Hampden, Franklin, Berkshire.....	2

Nominations for Chief Consul, Vice Consul, and such number of Representatives as the District is entitled to should be sent to Sanford Lawton, Springfield, not later than July 15, and no nomination will be considered unless made by members of the Division.

H. W. HAYES, Chief Consul.

July 2, 1888.

Mississippi Appointments.

I have appointed the Foster House of Natchez as League Hotel; regular fare \$2.50, but to League members \$1.50, including room and table fare.

I have appointed the St. Charles Hotel of Greenville as League Hotel; regular fare \$2.50; to League members \$2.

I have appointed R. H. Washington Local Consul for Greenville.

I have appointed Phil. M. Essig Local Consul for Natchez.

GEO. C. CLARKE,

C. C. MISS. L. A. W., 17305.

Nebraska Appointment.

Frank S. Spofford is appointed Local Consul at Kearney, Neb. F. N. CLARKE, Chief Consul.

Michigan Division Appointments.

Consul List No. 2.

Allegan—C. T. Gage.
Adrian—W. H. Burnham, vice Todd.
Holly—C. H. S. Poole.
Howell—W. E. Beach.
Iron Mountain—W. H. Havens.
Unionville—E. R. Marshall.

Repair Shops.

Coldwater—John T. Starr.
Grand Rapids—R. B. Hain, No. 8 Pearl street.

Hotels.

Amherstburg, Ont.—Lakeview, vice Brown's. Rates to L. A. W. \$1.50.

Detroit—Crawford's Dairy Lunch. Card rates. Newaygo—Courtright. Rates to L. A. W. \$1.

Division Committee.

G. W. Eddy, E. Saginaw, Chairman of Division Racing Board, vice Ely, resigned.
Fraternally, J. H. Johnson,
Detroit, June 20, 1888. C. C. Mich. Div.

Maryland Division.

According to the new Constitution, adopted at the annual meeting held in Baltimore on June 19th, each Division of the L. A. W. is required to elect new officers between July 15th and August 15th, and as it is very necessary that this Division should use every possible care in selecting their officers for the coming year, which commences September 1st, a special meeting of this Division will be held on Tuesday, July 10, at 8 P. M., at the Maryland Bi. Club House, Mt. Royal ave., for the purpose of nominating the official ticket, consisting of a Chief Consul, a Vice Consul, a Secretary, Treasurer, and four Representatives, and for the transacting of other business of importance, including the report of the League Meet Committee, the annual meeting of the Division, etc. Trusting that every member will feel it his duty to be in attendance at this meeting, I am, fraternally, A. E. MEALY, C. C.

Official Handcapper.

F. P. Prial, Box 444, New York City, is appointed Official Handcapper of the League.

GERRY JONES, Chairman Racing Board.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 146—Total 103—103,395.

BOSTON, July 6th, 1888.

CALIFORNIA DIVISION—11—359.

Bay City Wheelmen.
19524 Hammer, W. C., 33 Fremont st., San Francisco
Oak Leaf Wheelmen.
19551 Farmer, C. D., Stockton
19553 Rhodes, A. McV., 451 Sutter st.,
S. F. Bi. Club.
19555 Jackson, Byron, 625 6th st., San Francisco
Unattached.
19562 Tripp, Chas. H., Fresno
19556 Bachman, S. N., 10 Battery st., San Francisco
19559 Jacobs, Dr. B. R., 709 Missouri st.,
19557 Collee, Edw. E., 628 Market st.,
19558 Gauk, A. F., Lamanda Park,
19560 Johnson, J., 1413 Market st.,
19561 Schuler, Henry L., cor. Haight and Stanton sts., San Francisco

DELAWARE DIVISION—1—42.

Unattached.
19563 Clark, H. T., Wilmington

DISTRICT OF COLUMBIA DIVISION—6—125.

Capital Bi. Club.
19564 Gill, D. W., Geological Survey, Washington
19565 Little, J. Reed, Box 208,
19566 Miller, A. F., 1310 13th st.,
19567 Seeley, L. W., 905 M st.,
Unattached.
19568 Fremont, J. C., Jr., Navy Department,
19569 Plumb, C. H., 908 Penna. ave.,

ILLINOIS DIVISION—20—627.

Illinois Cycling Club.
19548 Bishop, A. S., Madison and Paulina sts., Chicago
19549 Corby, R. S., 120 So. Oakley ave.,
19550 Eldred, F. W., 987 W. Adams st.,
19551 Fenner, R. E., 248 Park ave.,
19552 Grassie, J. E., 815 Washington Blvd.,
19553 Hargis, W. G., Jr., 850 Walnut st.,
19554 Henderson, W., 250 Fulton st.,
19555 Turney, E., 722 Lake st.,
Canton Bi. Club.
19525 Whitman, Chester L., Canton
Evanston Bi. Club.
19537 Angle, H. M., Evanston
19534 Angle, E. L.,
19535 Sargent, Geo. H.,
19536 Thwing, C. B.,
Quincy Bi. Club.
19527 Montgomery, E. B., 706 Hampshire st., Quincy
Quincy Ramblers.
19526 McDavitt, Frank,
Unattached.
19533 Chinn, Geo., Carrollton
19527 Shuron, Add J.,
19570 McKoy, Harry, Pana

19528 Busher, C. W., Springfield
19529 Getty, Fred L., Ill. Watch Co.,

INDIANA DIVISION—2—182.

Terre Haute Bi. Club.
19572 Urban, Camille, 320 No. 6th st., Terre Haute
Unattached.
19573 Anderegg, Chas. E., Indianapolis
IOWA DIVISION—1—132.
Bachelors Wheel Club.
19532 Whitmore, Chester W., Box 57, Osceola
Evanston Bi. Club.
19536 Buxton, B. C., Osceola
Osceola Wheel Club.
19575 Babby, Geo. F., Osceola
19574 Simmons, L. L.,

MARYLAND DIVISION—10—115.

Centaur Wheelmen.
19577 Green, H. C., 412 E. Baltimore st., Baltimore
Maryland Bi. Club.
19576 Blake, Jas. R., 2009 Eutaw pl.,
Unattached.
19582 Kluth, Herman E., Arlington
19578 Beurrier, Jos. M., 314 Saratoga st., Baltimore
19579 Brown, H. W., 101 E. Baltimore st.,
19580 Goodwin, Chas., Jr., 722 Lexington st.,
19581 Hill, Francis A. C., 1600 Bolton st.,
19583 Mackle, W. M., S. W. cor. Saratoga and
Greene sts., Baltimore
19584 Rault, Louis P., 417 W. Baltimore st.,
19585 Wheeler, Geo. F., 14 Light st.,

MASSACHUSETTS DIVISION—2—1129.

Waltham C. C.
19586 Laughlin, J. J., 143 Crescent st., Waltham
Unattached.
19587 Gilmore, G. L., 212 Bunker Hill st., Charlestown

MICHIGAN DIVISION—3—268.

Unattached.
19588 Glover, Jas. W., 1400 Tuscola st., E. Saginaw
19589 Warner, W. W., 521 Thompson st.,
19590 Brown, Hugh, Pontiac

MISSOURI DIVISION—3—313.

Unattached.
19590 Jackson, W. W., 414 No. 5th st., Hannibal
19591 Myers, Lemuel A., Miami
19592 Wade, R. B., 3500 Morgan st., St. Louis

NEW JERSEY DIVISION—2—661.

Bloomfield Cyclers.
19593 Vogelius, Chas. F., Bloomfield
Hudson Co. Wheelmen.
19592 Allen, L. H., 235 Ogden ave., Jersey City

NEW MEXICO—4—6.

Capital City Cycle Club.
19540 Cheney, Orion H., Santa Fe
19541 Griswold, Edwin S.,
19542 Stikey, F. G.,
19543 Troutetter, L. D.,

NEW YORK DIVISION—7—2202.

Painted Post Bi. Club.
19594 Beebe, C. A., Painted Post
19595 Hodgman, L. B.,
19596 Iredell, A. E.,
19597 Van Vleet, J. C.,
Syracuse, C. C.
19644 Weaver, Milton S., 7 W. Adams st., Syracuse
Unattached.
19598 Feathers, Wm. C., 711 River st., Troy
19599 Goodman, Richard O., West Hampton

OHIO DIVISION—13—518.

Gallipolis C. C.
19601 Fuller, W. B., Gallipolis
19600 Shaw, Lewis B.,
Unattached.
19608 Vincent, B. T., 302 S. Broadway, Akron
19607 Marlach, E. A., Archibald
19609 Wynn, Ulysses C., Bucyrus
19617 Sullivan, J. S., 30 Jefferson ave., Columbus
19618 Day, Willis F., Fostoria
19619 Holman, A. W., Kingston
19620 Sells, Mrs. A. P., 84 Spring Mill st., Mansfield
19615 Atkins, R. H., Tiffin
19602 Hartman, John,
19603 Kuhn, Perry L.,
19604 Wenner, Fred L.,

PENNSYLVANIA DIVISION—8—1318.

Chester Bi. Club.
19612 Roberts, R. W., Chester
Lancaster Bi. Club.
19613 Reist, W. A., Lancaster
Mountain Wheel Club.
19609 Hale, J. M., Philipsburg
19610 Mull, J. A.,
19611 White, F. K.,

Pennsylvania Bi. Club.

19614 Patterson, Robert, 1310 Market st., Philadelphia
Unattached.
19616 Kunkle, C. H., Pittsburg
19615 Eyster, F. C., Renovo

RHODE ISLAND DIVISION—2—220.

Unattached.
19617 Hibbert, Jos., 60 Regent st., Providence
19618 Waterhouse, Eben W., 61 Mitchell st.,

VERMONT DIVISION—1—57.

Unattached.
19619 Taft, Frank, Box 68, Brattleboro

VIRGINIA DIVISION—2—97.

Unattached.
19621 Phoebus, Sam. S., Old Point Comfort
19620 Boardman, S. G.,

WEST VIRGINIA DIVISION—1—30.

Unattached.
19622 Frampton, D. W., Huntington

WISCONSIN DIVISION—1—81.

Unattached.
19623 Brabant, A. A., care J. F. Boyd, Marinette

Application for Membership in the L. A. W.

ABBOTT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, P. O. Address,

City and State,

References:

(Each Applicant must give references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August or September, enclose \$1.50; in October, November or December, enclose \$1.25.

25.—If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.



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This shoe is made from selected leather of the finest grade for the purpose. They will not sweat the feet. Especially adapted for road riding. Are adjustable according to the condition of the feet. Very stylish, all-around shoe, and certainly the best shoe in the market for the price, \$3.00. If desired by mail, send 25 cents extra for postage.

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What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

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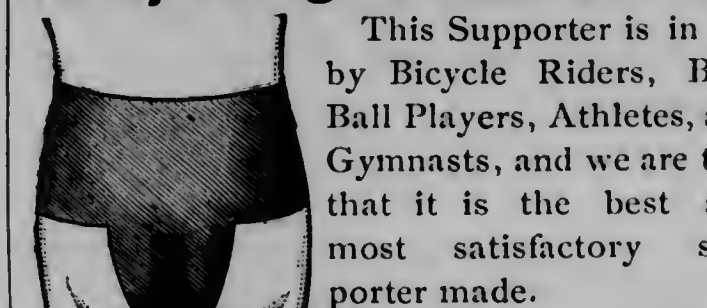
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INCREASE IN

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SAFETY RIDERS

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BOSTON, 13 JULY, 1888.

Volume XVII.
Number 11.



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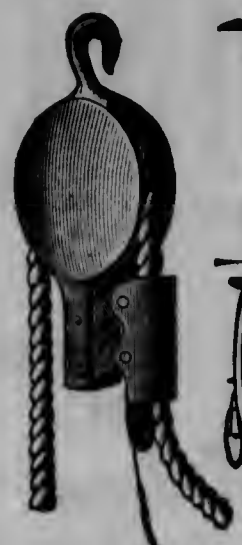
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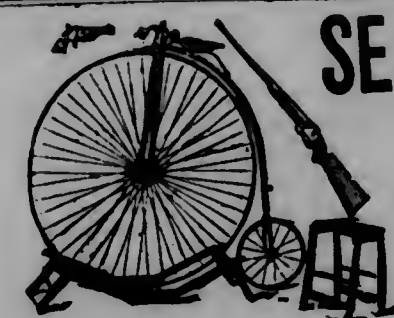
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What a hurrah there is over the September tournament!

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But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

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In this Department, 15 cents a line. **25¢** Cash must accompany the order.

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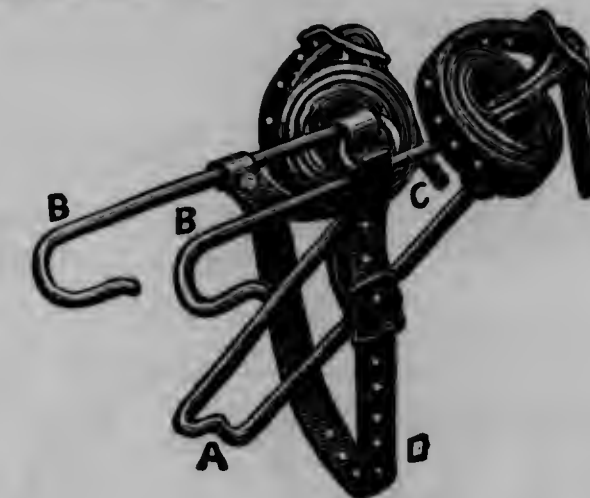
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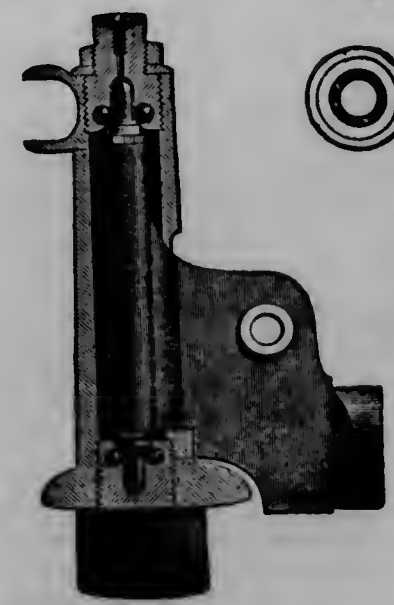
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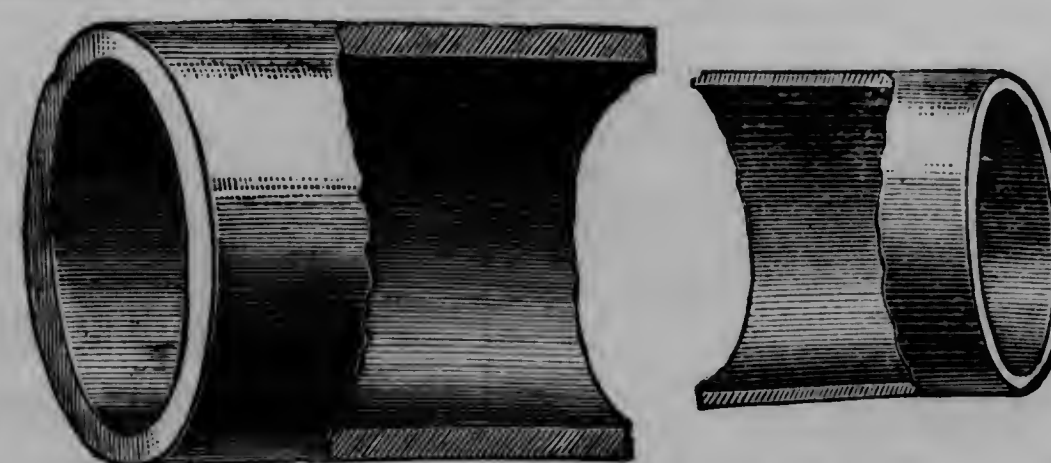
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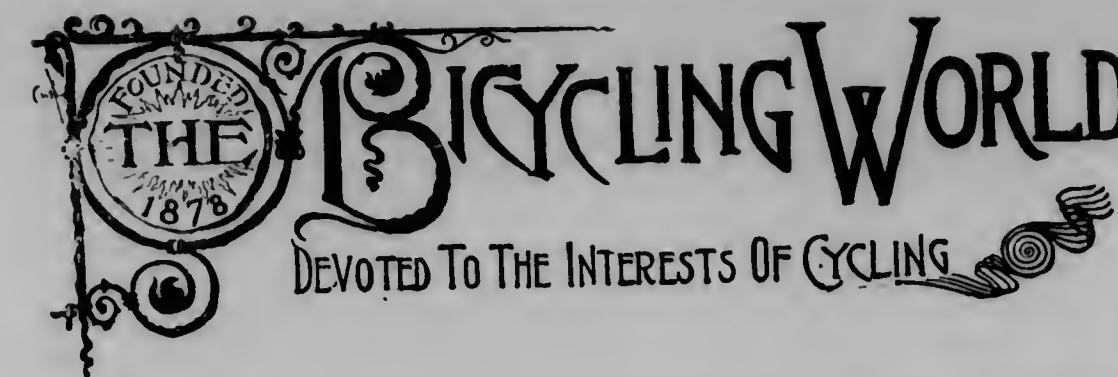
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THE BICYCLING WORLD COMPANY,

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ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 13 JULY, 1888.

WE have just decided to run our hundred-mile road race at Buffalo, N. Y., on September 7. Particulars later, as we have only time to make the bare announcement of our decision.

CARELESS management and insufficient protection against accidents caused by excited audiences seem to characterize the management of English race meetings. We are led to make this statement because of the oft recurring reports that come to us of the contestants being thrown after the finish. S. G. Whittaker was the victim of the last accident of this kind. In the twenty-mile race at Leicester (which, by the way, was won by W. Wood, with F. Wood second and Howell run off his feet), the excited crowd rushed on to the ill-protected track, with the inevitable consequence of collision, and in poor Whittaker's case a broken collar and badly crushed shoulder blade. Fred Wood was also knocked over and badly shaken up though no bones broken. The English are a queer people in some things, and the most peculiar of their traits is conservatism, we therefore fear that these accidents will not convey the lesson strong enough to make the owners or lessees of cycle race paths provide such protection as to make a rush on to the track by an enthusiastic crowd an impossibility, or at least a very difficult proceeding. Good strong picket fences placed three or four feet back from the track and for a distance sufficient to protect the straight run home, is the only way to prevent this collar bone breaking through the carelessness of the crowd.

THE last issue of *Bicycling News* contains a leader on the Springfield records, and tries to strengthen its reason for continued unbelief by the fact that Rowe claims to have ridden one-quarter mile on the Coventry track in thirty-three seconds, which claim we published in our interview with him on his arrival at home. *Bi. News* denies this emphatically, and says Rowe never came nearer than twenty yards short of the quarter in thirty-three seconds. The article winds up with the remarks: "If any rider came to us and asserted that he had ridden the quarter-mile in thirty-three seconds we should ask him a question or two, and such a course would appear all the more advisable when we learned that an avowed skeptic was amongst the onlookers with a watch in his hand. Rowe is as straight as possible, and would never have let an interviewer go away with a false impression had the interviewer shown the slightest desire to verify his figures. If our American contemporary accepts its 'records' with as little investigation as in the present case we must be excused if we persist in our incredulity." There is a vast amount of difference in accepting records timed and checked by responsible parties, as at Springfield, and making a statement coming from the man who claims to have done the quarter in thirty-three seconds. We do not and should not accept Mr. Rowe's claim as a record. He stated to us that in practice he did the distance in thirty-three seconds, and we printed his statement but do not look on it as record. The statement of Rowe is denied, and is by *Bi. News* stamped as false; unless Rowe cares to take up the matter it concerns us not at all. Even if Rowe has stated what is not true, we cannot for the life of us see the reasoning that should bring about the conclusions arrived at by our good friends of the *Bi. News*. The argument is too purile, too absurd, to give more than a passing notice of.

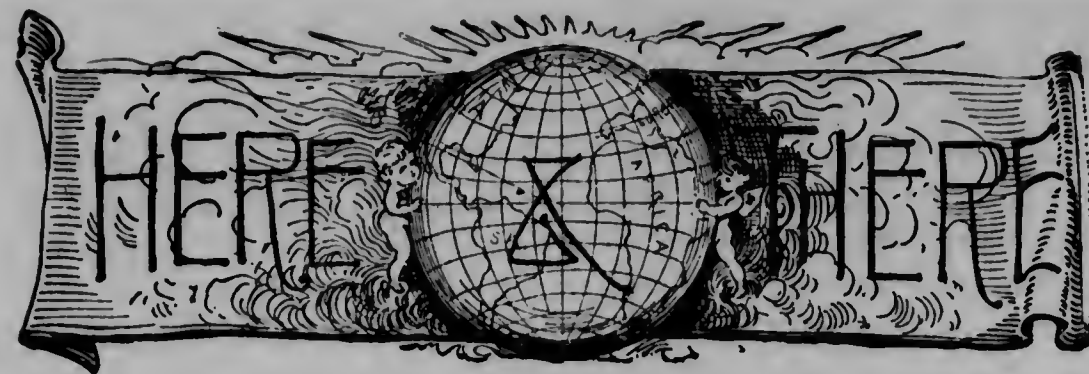
"MANSLAUGHTER."

It will be remembered by our readers that in March last Joseph M. Chase, who was riding a horse, ran over Prof. E. A. Paul, both of Washington, D. C., injuring the latter so that death ensued. Action was at once taken and Chase was arrested, and the grand jury found a true bill. On July 5th the case was brought to trial, and the jury returned a verdict of manslaughter, after an hour's absence. A motion for a new trial has been made. Judge Montgomery charged the jury, first defining manslaughter and noting the theories of each side. It was agreed, he said, that there was no intent, for had there been the charge would have been murder. The simple question for the jury was, whether the act of the defendant was reckless or careless. They should inquire as to the rate of speed—whether it was a prudent or a reckless gait.

COMPLIMENTARY DINNER TO MR. J. S. DEAN.

FIFTEEN intimate friends of Mr. J. S. Dean, our esteemed co-editor, assembled at the Hotel Victoria in Boston last Thursday evening to give the gentleman a practical evidence of their good will and best wishes, the occasion being the departure of Mr. Dean for Europe last Saturday. There were present E. C. Hodges, F. W. Weston, A. L. Woodman, Geo. B. Woodward, J. S. Dean, E. T. Lowry, H. A. Richards, W. B. Everett, E. W. Hodgkins, C. P. Donahoe, E. T. Myers, E. G. Whitney, W. G. Kendall, Paul Butler, and Mr. Brewis. At about 7:30 the guest of the evening, escorted by his hosts, sat down in Room J to discuss the menu. After the solids had been disposed of and cigars were lighted President Hodges began the post prandial exercises by a very happy speech. "Papa" Weston and Dr. Kendall followed, in fact every member of the company had something kind and pleasant to say "standing up" in regard to the beneficiary. Mr. Dean can always make a good speech, and the occasion under report was no exception. Almost all the "old timers" were present, and Mr. Dean will carry away with him pleasant memories of the last dinner he partook of with his club members. Mr. Dean will be absent until fall. We all shall miss him; our readers, his friends and ourselves. We wish him *bon voyage* and a safe return.

THE *Scottish Cyclist*, speaking of the accident to Whittaker, says: "It is high time such idiots" (the men who rush on the track) "were treated as criminals. Let the police be called to act in the matter." We have a better remedy to propose, and that is a good, high fence over which the crowd could not easily jump.



NEW YORK AND LONG ISLAND NOTES. "WING FOOT"

MESSRS. H. J. HALL, JR., and Wilson met with very unsatisfactory and, as they claim, ungentlemanly and unjust treatment at Herkimer, N. Y., on the Fourth, whence they had gone to represent their club in the races on that day, especially in the mile championship of Central New York. Wilson was caught napping in the first race, a one-mile scratch, and took second to Metz, of Utica, in 3.07. In their second race, three minutes scratch, Wilson, as he claims, was palpably fouled by a local rider and received a fearful fall, from the consequences of which he has not yet fully recovered. Hall kept on and won the race easily. The foul was not allowed, and to make matters worse, on the protest of Metz, both the Brooklyn boys were ruled out of the Central State championship, on the ground that they were not residents of that particular section, the management refusing to even refund the amount of their entrance fee, after having accepted the money and published their names on the programme. Mr. Hall thereupon refused to accept any of his or Mr. Wilson's prizes and left the grounds. He has taken legal advice, and proposes to make it hot for the management unless they come down handsomely.

MR. WALTER BONNER made the Patchogue century on the Fourth, 123 miles in all.

MESSRS. HALL and Wilson will train at Buffalo for a week or two before the races.

A LARGE party of the Brooklyns visited the new "Massapequa" hotel at South Oyster Bay last Sunday.

THE Long Islands will hold a club century later in the month, and will present medals to all who finish.

MR. G. M. NISBETT, of the New York Bi. Club, made 101 miles on the 3d of July, and 75 miles on the 4th.

MR. ELLIOTT MASON and Mrs. Mason start before long on an extended trip, per tandem, through the Berkshires.

I HAVE it very straight that our old favorite flyer, A. B. Rich, is again hard at work in preparation for the Buffalo tournament.

QUITE a party of the "Cits" visited Mr. Arthur Taylor, at Bayside on the first, taking dinner at "Garrison's," at "Little Bayside."

MR. W. C. MURPHY, of the Kings County Wheelmen, made a remarkable record in June of over 900 miles, T. J. Hall being second.

ALL the Brooklyn Clubs will have large delegations out to witness the Alphabetical road race on the 14th, and at Flushing on the 21st.

ON the Fourth Mr. Montgomery, of the Universal Cycle Club, made the Patchogue century, 115 miles, accompanied by Mr. Knapp for a distance of 95 miles.

THE Manhattan Bi. Club will hold runs as follows: July 21st and 22d, to Flushing and Far Rockaway; Aug. 5th, Coney Island; Aug. 19th, Montclair, N. J.; Sept. 1st, 2d and 3d, to Patchogue.

OUT of 150 Brooklyn Bi. Club members, 40 reporting, the mileage for June amounts to 5492 miles; April to July 1st, 18,306 miles. As Lieutenant Meeteer puts it, the Brooklyns had a "Repeater" at Captain Stillwell's last Saturday evening at dinner.

ON the first of July Messrs. H. J. Hall, Jr., T. J. Hall, Douglass, Storms and Moorhouse ran out to Roslyn for dinner, Messrs. T. J. Hall and Storms doing the distance in one hour and fifty minutes. On the same day Messrs. C. J. and J. H. Long, Hibsen and Anderson went to Hemstead.

THE many friends of ex-President N. M. Beckwith, of the Citizens Bi. Club, will be pleased to hear that he is almost fully recovered from his recent severe attack of inflammatory rheumatism. The jolly Doc. hopes to be one of the large party of Citizens who are to visit Flushing on the 21st.

THE highest scores in the long Island Wheelmen for June were: L. W. Wise, 709 miles; W. Schmid, 702 miles; F. M. Tunison, 592 miles; W. Schumacher, 424 miles; Geo. Kreger, 354 miles; C. W. Starr, 345 miles. Twenty men rode over 300 miles in the month. Mr. Wise holds the top record for the year, with 2444 miles; Schmid, 1989 miles.

THE Mercury Wheel Club will tender its friends a reception at the Flushing Athletic Club on the afternoon and evening of Saturday, July 21st. From the "Cits," New Yorks, Manhattans, Harlems, Riversides, Brooklyns, Kings County Wheelmen, Long Island Wheelmen and Universals we expect large delegations, and will probably offer prizes for several invitation races open only to those clubs. After supper those who remain all night may expect a good time in the gymnasium. Mr. Fred A. Guild, the well-known tenor, and Mr. Frank Cronise, who accompanies himself so charmingly on the guitar, have offered their services to help entertain. Those who desire to remain all night will please send us word as early as possible, as hotel arrangements are poor and meagre.

PENNSYLVANIA. "ARIEL"

MEMBERS of the League Meet are still drifting about in the current cycling gossip. There are not a few of the disaffected who are objecting because Pennsylvania did not have all the offices offered her, or something to that effect. Now if Pennsylvania wanted any office why didn't she nominate her man and go into the canvass vigorously for him? Instead of that not a single nomination was made excepting the gentlemen who were elected, and if I am not mistaken there was but one representative present from this Division, with the exception of Chief Consul Jessup, during the entire nominations. No canvass that I ever heard of was ever made a success without hard work and plenty of it, and I would respectfully recommend this to the attention of any division that thinks it is entitled to one of the offices next year.

AT one of the club meetings this week, one of the chronic kickers took it upon himself to say that "Pennsylvania never had received decent treatment from the League at any place or meeting, etcetera." Then arose the club captain, and the following dialogue ensued:

"Was the gentleman at Baltimore?"
"No sir."
"Then," said the captain, "Mr. President, I can only say that never did any body of men receive better treatment than this club during their visit to Baltimore. From first to last our entertainers could not do enough for us. We were asked to take the position of honor wherever we went."

CAPTAIN W. D. SUPPLEE and ex-Captain C. A. Roberts, of the Pennsylvania Bicycle Club, left to-day for a two weeks' tour through Pennsylvania and New York to Lake Erie and the Falls. A club tour to Boston was originally projected, but could not be carried through, owing to the limited number who were able to go, so the two Captains decided to start alone, and this morning the following legend adorned the bulletin board in the club house:

"Fare thee well, and if forever,
Still forever fare thee well!"
"Good luck to the poor devils at home."

Two Caps."

THERE was buried to-day, from his country home, one whose name was well known as a wheelman, S. M. Gideon. Mr. Gideon contracted a severe cold while at work in the gymnasium, and as he was in the midst of a busy season could not spare the time needed to recuperate. He was a fine all-round athlete, a member of the Schuylkill Navy, and for years of the Germantown Club, and by many was considered the fastest bicyclist in the country, having never been defeated in a race. Warm and genial in his friendships, although of quiet and retiring disposition, his untimely death will be a great loss to his many friends.

EX-CAPTAIN J. C. SCHMIDT, of the Ariel Wheel Club, of Reading, has removed to Detroit. The wheelmen of the latter place want to look out for his long legs on the road.

MR. A. B. ROPES, one of the early League members, formerly of Orange, but lately in Reading, has also turned his wheel toward the setting sun and will locate in California.

MR. J. L. McLENNAN, another old timer in the League, night editor of the Reading *Herald*, has followed Harry Corey's example and joined the matrimonial ranks.

HOMER SYNNESEVEDT has resigned from the Penna. Bi. Club, and his notice was received with regrets.

No long runs were taken on the Fourth, most of the riders pre-

ferring to take but a short spin through the Park in the morning, remaining in town to witness the regatta on the Schuylkill in the afternoon and the fireworks in the evening. Both the Centurians and the Pennsylvanians spent the day in this way, and the only lengthy trip made was by Dallett, of the latter club, who ran up some 125 miles, between this city and West Chester and on the pike, accompanied part of the distance by some of his club members.

THE tour of the Century Wheelmen to Staunton, the National bridge, and other points of interest in the Shenandoah Valley, is going to be an attractive trip. They start August 4th, and Mr. R. L. Shaffer will have charge. The route is via Lancaster, Gettysburg, Hagerstown, etc.

NEW JERSEY NOTES. "RATCHET"

THREE of our Newark wheelmen, Lewis N. Thorne, H. D. McCormick and Edgar P. Harrison, started with their wheels on Wednesday (4) for a down East trip of two weeks' duration. Their objective point when they left here was Portland, Maine, whence they intended to wheel to Kennebunkport, there to remain for a couple of days. A wheel jaunt at a leisurely pace from this place to Hartford, Conn., was next on the programme. From the wooden nutmeg town they will probably return home by boat.

IT is crawling along toward the time for a meeting of the New Jersey Division, but up to the present writing no official notice has been seen. Jog it along while the evenings are warm.

IT is nearly time for another record-breaking performance on Eagle Rock, but those who contemplate trying for new figures had better wait awhile, as the upper part of the hill is in decidedly "tough" shape.

SIX members of the Orange Wanderers took a run around Staten Island on the Fourth. They left the club house at 7.30 A. M., wheeled through East Orange, Newark, and Elizabeth to the "port," whence they boated across to Elm Park. From here they bowled along the smooth macadam skirting the ocean to St. George. A stop was made at Fort Wadsworth. From New Dorp they wheeled along a hard clay road to the hotel on the beach, where the cravings of the inner man were attended to. Returning to New Dorp the party inspected the Vanderbilt Mausoleum, and then skipped over to Erastina and took in the afternoon performance of Bison William and his company. Afterward they enjoyed a nice level road to Port Richmond, and then returned over about the same route. They arrived home at 9 P. M.

MINNEAPOLIS NOTES. "VERNON"

THE entries at the two-mile bicycle race at the millers' picnic were as follows: Charles Wicht, 55-inch Columbia; W. J. Mitchell and Fred Bowers, 45-inch Stars. It being what you might call a "Star track" Bowers was the favorite. Wicht took the lead from the start and was not headed during the race. Bowers dropped out after going one-half mile. Owing to the condition of the track no fast time was made.

I AM glad to see that Phil Hammel has been taken back in the L. A. W. Phil was liked very much here.

THREE St. Paul cyclists were in town the other morning. They came in by Fort Snelling, and made the fifteen and one-fourth miles in one hour thirty minutes. They returned in the afternoon by the same route.

Geo. SCHULTZ has sold his wheel and purchased a horse and buggy, with room for two. I would ask why he didn't purchase a tandem? I think *she* would rather ride *a la* tandem than in a buggy.

IT is said that some of the Minneapolis club members are going to get a certain other member of the club out some fine day and kill him. He has a decided passion for running away from the boys when they are holding back for some lame duck. "A word to the wise," etc.

THE Minneapolis Club took their regular weekly run Thursday eve (5 July), and brought up at May's ice cream parlors. At their business meeting afterwards four new applicants were elected to membership. They were E. A. Wright, O. B. Stille, R. A. Douglas and Will Monach.

I GIVE below a short chapter of accidents: President Roach, of the St. Paul Standard Bicycle Club, while riding, took a severe header, and is reported to have broken his nose. And here is

another: Phil Simmons, of this city, while riding at a good rate of speed, took a header and fractured his arm.

WHILE the three St. Paul cyclists spoken of above were here in town the other day, they were speaking about a fast Englishman they had down there. "Why," they said, "he can go in 2.40 any day." If that is the case I am afraid the Minneapolis boys will not stand much show against this flying Englishman.

ON Wednesday, June 20, Miss Lilla Youmans, of Winona, Minn., and Mr. J. I. Willson, of the same city, were quietly married, and came up to this city to spend their honeymoon. Miss Youmans enjoys the distinction of being the only L. A. W. lady member in this State, and Mr. Willson has been a well-known rider for several years. Everybody unites in wishing them many years of happiness.

MINNEAPOLIS wheelmen had better keep their eyes peeled for a dark horse, as we want all the medals in the coming bicycle races to stay in Minneapolis. President Panly, "Suspender" Leachman, "Boy Wonder" Bartlett, E. J. Hale, and a number of other ones, have signified their intention of going in. Colie Bell, on account of business duties, says he will not have time to train so he will not be a starter.

ON July 25th, at the Minneapolis Driving Park grounds, will occur the annual games of the Caledonian Club. Among the events is a one, three and five mile bicycle race. The five-mile is the important race of the day. An elegant gold medal is hung up for first prize, and is known as the "Governor's medal." Governor A. R. McGill has donated a sum to put into a fine medal. There will be also a second and third prize. All the races are to be made open.

LEAVENWORTH. "MENTOR"

THE wheelmen of St. Joseph, Topeka, Kansas City and Leavenworth celebrated the Fourth here in a reunion as guests of the Leavenworth County Wheelmen. The St. Joe contingent made its appearance first, and was escorted to headquarters, the Planters' house, where a large cool room had been secured for the visitors. The room was nicely decorated with flags, bunting, etc. Two sable sons of Ham dispensed cool and refreshing lemonade, and the devotee of the weed was regaled with choice Havanass. The Kansas City boys arrived at about noon, having been on the road three hours, the distance being only thirty miles. This was occasioned by a new road bed. The Topeka Club did not arrive till five o'clock; they were detained by a wreck on their track. At noon the wheelmen sat down to a dinner, and the dining room was full to overflowing with knights of the wheel. After an hour's rest a line was formed, and after riding over the principal streets, the wheelmen rode out to the Soldier's Home, where the festivities incident to the day we celebrate took place.

THE day was intensely warm, and the wheelmen perspired copiously. The Kansas City boys were all provided with Chinese parasols, which were carried in the hand and protected them from old Sol's fierce rays. The Leavenworth boys had bamboo hats on, which were very cool and pleasant but not handsome in appearance; they resembled a washpan inverted. The Soldiers' Home is two miles from the city, and is reached by a splendid macadamized road, which was very dusty, owing to immense traffic on it. It was the intention to have some good races on the driveway in the grounds but the surface was so rough, caused by recent rains, that the real races were declared off and some scrub affairs took place, Ned Jewett, of this city, winning the 300-yard dash, which created considerable enthusiasm and loud cheering for the champion.

AFTERWARDS the wheelmen "evolved" for the edification of the soldier boys, who were quite pleased with the novel sight. The return was made to town when supper was partaken of; then a run to Uncle Sam's fort, three miles distant, over superb macadamized roads, maintained by the government, was made, and was the most pleasant feature of the day's festivities. The riding in and around the fort is splendid, the scenery is beautiful, the lawns are well kept and are lovely to behold, the trees are large and stately. Then the wheelmen returned again to the home, when the Topeka Flambeau Club gave a grand pyrotechnic parade, and a fine display of fireworks was given.

LATE at night, the wheelmen took their several trains, tired and all broken up, but not too weary to thank their hosts for the grand time they had had. There were about one hundred wheelmen in all who participated in the reunion. The last rocket was fired, the clock struck twelve, and the Fourth of July of 1888 was a thing of the past, a pleasant picture in the wheelman's album of life, a happy recollection.

KANSAS CITY.
"MENTOR."
 CAPTAIN NELSON T. HAYNES and the following of the United Wheelmen spent the 4th of July in Leavenworth, the guests of the Leavenworth Co. Wheelmen: Messrs. W. P. Gossard, C. B. Ellis, R. H. Lamb, F. O. Sampson, H. C. Ramsey, H. G. Stuart, R. B. Hall, T. H. McNeil, Thomas F. F. Austin, T. E. Glaven, R. M. Deibel, D. F. Boyd, J. M. Tryon, Moriarity, Harry W. Bennet. All the boys were provided with Chinese parasols, which served as splendid protection from the intense heat of the sun. The trip up to Leavenworth was a long and tiresome one, and the boys did not reach home till nearly 4 o'clock the next morning. They all expressed themselves as having had a great time.

Mr. Editor, did you ever notice the total disregard of a number of wheelmen at a meet for dress? Since becoming a wheelman, five years ago, I have attended quite a number of meets, and at each and every one you will find one or two persons wearing a sort of a non-descript make-up, which is extremely ridiculous. I don't want to pose as a censor on matters of dress, but every wheelman owes it to his associates, if not to himself, to make a good appearance. The League has a good uniform and it is cheap, too; and there is no plausible reason why a wheelman should not be as well dressed on a wheel as when not riding.

THE United Wheelmen are now located in their new and pleasant quarters in the Horton block, on Central Street, near Ninth. The club has a suite of rooms within three blocks of the Junction, the business centre of the city. By the time this issue of the WORLD is read the club apartments will all be completely furnished. There will be a billiard, a reception and a reading room. The club will formally be "at home" next Saturday in a reception to its friends.

THE weather has been so intensely hot in this portion of the country that runs have not been called. The wheelmen do their riding in the cool of the evening.

ST. LOUIS.

"LINNEUS."

ON July 4 twenty-five of our local wheelmen went to Bowling Green, Mo., via C. & A. R. R., and had a roaring good time. Consul Edwards had a neat programme arranged, which was a series of races. The first event, a five-mile race, had three contestants, who finished in the order named: First, Mehlig; second, Tivy; third, Rittenhouse. The one-mile race was contested by Percy Stone and Ab. Lewis, and won by the former.

JOE. H. KELLY, Consul at Sedalia, is booming the L. A. W. at his town. From latest accounts I hear that he will send in quite a number of applications during July.

I AM sorry to state that Captain Lewis had not arranged to take the De Soto run before the hot weather set in. It has become the custom to take that trip at least twice a year during spring and fall.

PERCY STONE is, I understand, going into training shortly to take in the Buffalo tournament, and I venture the prediction that if he gets into the shape he was in two years ago he will bring the amateur championships home with him.

I AM sorry to say Hicks has resigned his position with the *Post-Dispatch*, and left St. Louis for good. His loss will be felt, as none of the dailies will ever devote the space to the wheel column that the *Post-Dispatch* did under Hicks' regime.

THE Missouri Delegation were rather disgusted when they heard of the action of C. C. Van Sicklen in having Phil Hammel reinstated by the Board of Officers. Percy Stone had been "purified" a week before, so we still have the laugh on Chicago.

C. C. BREWSTER received a letter last week from the President of the Brooklyn Bi. Club, in which he apologizes for the actions of some of the members of his club while at the "Carrollton." I mention this for the purpose of showing that the members of that club are not all alike by a good deal.

THE "Little Nicols" base ball nine, most of whose members belong to the Missouri Bi. Club, left here last Tuesday on their annual vacation tour to Lake Maxinkucke, Ind. They were accompanied by Klipstein and several other friends, and will spend their time in hunting and fishing, and playing ball to replenish their treasury whenever it gets low.

DURING the meet, on Monday morning the run to Mt. Washington was taken, in which over a hundred riders took part. The roads were very rough, and headers were numerous. In the party were three St. Louis men, and they not only rode the entire distance without a dismount but were the only ones, with the exception of

Mr. Lewis, of Johnstown, Pa., who succeeded in climbing Mt. Washington hill. They were Messrs. Suda, Prof. Stone and Alex Lewis.

THE annual elections are drawing on, still I have not heard anything as to any new candidate being in the field. The present Board of Officers, in my humble opinion, is the best one the State ever had, and I see no reason why some of them should not be re-elected. Chief Consul Brewster has from time to time stated that he did not care to hold the position for another year, but has lately consented to run again. Ab. Lewis has made a good Secretary-Treasurer during his two terms of office, and can have it again if he wants it. As the State is at present entitled to three representatives, I would name Messrs. Cameron, Stuart and Suda for the positions. This will leave the office of Vice Consul open, for which a suitable candidate can no doubt be easily found.

NEW ENGLAND.

"THE FOTTEST."

RIDERS in Boston and vicinity should remember that Wells will be at Corey Hill to-morrow, Saturday, and by a possible combination of circumstances J. H. Shurman may be there also. There is to be no match, but there is to be some hill climbing, and if Shurman goes up and down twelve consecutive times, we should not wonder if Wells tried to "go him" one or two better.

AT Corey Hill, 2 P. M. to-morrow (Saturday), Wells and Shurman will be found.

DR. P. A. POWERS and Wm. Collier, of Meriden, Conn., have started on a month's tour a-wheel through New Hampshire and Maine. Their motto will be "ohne hast."

MR. BATES TORRY, of Portland, Me., is looking for a fellow who took his (Torry's) bicycle "out" to try, with a view to purchasing. The bogus purchaser is yet "out" trying the cycle, and Mr. Torry is "out" a bicycle.

THE Maine Division is trying hard to save enough money to publish a road book of the State. As Maine is a great summer tourists' resort a route book would be a paying investment for the publishers, as it would be in great demand by pedestrians and cyclists.

THE Rhode Island Division held a meeting last Saturday for the purpose of amending their by-laws to correspond with the new national constitution. Under the new order of things Rhode Island will have seven officers in all, Consul, Vice Consul, Secretary, Treasurer and four representatives.

SOME Holyoke parties have asked permission of the selectmen to build a cinder path for bicycles across a part of the town near Mt. Tom Station, it being their desire to build such a path from Holyoke to Northampton. The path will probably be built, but the selectmen have no power to grant special privileges to bicyclists on any part of the highway.

HERE'S a novel idea all the way from Lewiston, Me.: "I'll tell you what we want to do for fun," said the local bicyclist Friday morning. "We want to take up a collection from the wheelmen in Auburn and Lewiston, and purchase a number of articles to be contested for in various classes at the State Fair track after tea on these long summer evenings. We could have some splendid races, and thereby be fitting ourselves for contest in the races of next September. I think that we could arrange our classes so that the thing would be interesting."

"As in some quarters the discussion over the first prize in the third bicycle race run on the Fourth is a reflection on the Racing Committee, and arises from a misapprehension of the facts, justice to this committee calls for an explanation. Every rider signed his entrance on a blank prepared by the committee, which reads as follows: 'Please enter me in races No.s—, subject to the rules and regulations.' Right over this blank was printed in clear type the 'Rules and Regulations,' among which is the following: 'A Champion Light Roadster bicycle will be given in No. 3, subject to special conditions.' If any rider failed to read and understand these rules and regulations it is not the fault of the committee.—*Hartford Times*.

MR. G. J. McARTHUR and wife, of Oak Grove, Malden, recently took a tandem tour to White River Junction, Vermont. The fact is interesting in view that the tandem had never been seen before in the section travelled. The distance over route to the Junction is 134 miles. The average distance for the four days was about 33 miles. Some fearful roads and hills were encountered, but the riders were out for a pleasure ride, and all the time was taken necessary to make the trip an enjoyable jaunt and not a "road scorch." After one week's stay at the Junction the return trip was taken over a different

Who was at the last League Meet but admitted that The American Rambler was the King of the Rear Drivers?



Certainly the crowds constantly surrounding it demonstrated that it was the centre of attraction.

Its salient points are obvious. By placing the reacting spring, whose effect is self-evident, between the rider's body and the rear wheel, the necessity for the spring at the front, with its manifest erratic steering is dispensed with, so that in the RAMBLER we offer a rear driver that one

Can Ride and Coast Hands Off.

It is the lightest, too, of them all, and of the highest possible grade, and what is just as gratifying is the fact that we are now booking orders for August delivery.

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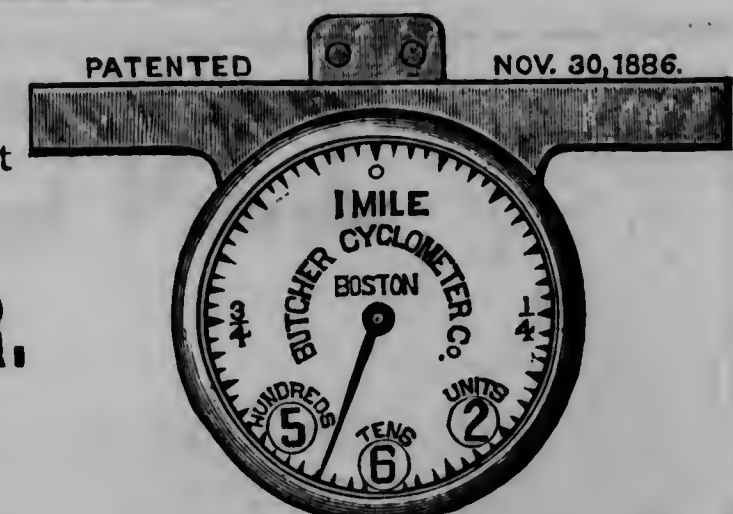
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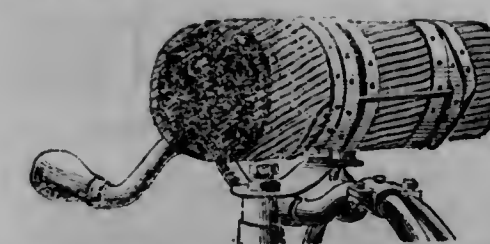
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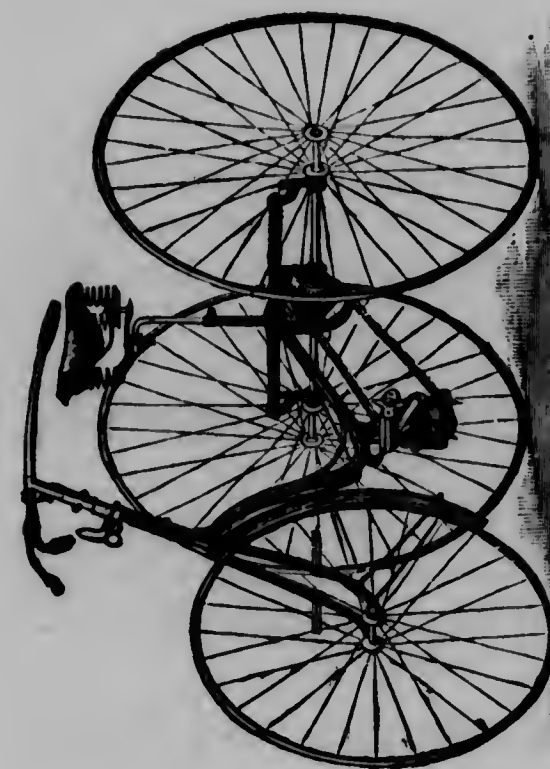
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Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it Free. Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman needs a luggage carrier. There is none equal to the "Ross Improved"; fits either crank, stir or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes.

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THE NATIONAL BICYCLE

and a better route. It took only three days to accomplish the home trip, covering a distance of 147 miles. One day they covered 57 miles, and the other days 36 and 54 miles. The tandem was an object of great curiosity to the people along the route, and at Keene Mr. McArthur had some difficulty in making his way through the wondering crowd. The trip was a great success, and it will be the means of inspiring others to make a similar venture. The same parties lately rode to Massapoag House, Sharon, and back in one day, a distance of 65 miles.

NEWS**AND COMMENT.**

Mr. W. E. Hicks, of St. Louis, was in town on Saturday, and paid our office the honor of calling. Mr. Hicks was much impressed with the hoodlumism that seemed to pervade a portion of the members at the late meet of the L. A. W. We hope Mr. Hicks will use the influence he wields with the St. Louis press to make the objectionable element even more odious than it is.

C. C. HOPKINS will wheel from Denver, Colo. to Buffalo meet. The new track at Buffalo will be ready for training purposes next week.

THERE is a possibility of Frank Ives appearing on the race track again this year.

THE manufacturers' show at the Buffalo Exposition promises to be the finest ever seen in the country.

THE West End Bi. Club, of Rochester, had a lantern parade last Tuesday. There were 150 men in line.

GEO. M. HENDEE will be starter for the Buffalo Tournament. This is as near as Mr. Ducker can get him on the track.

ALL the clubs of Buffalo have doubled their membership within the past two months. Such is the result of tournament.

MERRILL, of Portland, Ore., is a little man but he talks big. He thinks that he can out-ride three such men as Prince Wells.

ALREADY from all over the country do we hear of plans being made by individuals and large parties to attend the great Buffalo meet.

W. WOOD beat F. Wood in the twenty-mile championship race June 23. Howell started, but the pace broke him up and he stopped at the ninth mile.

No, Mr. Page, we do not know how to spell "suppress" excepting the word be used as applied to rowdiness and hoodlumism. We think you will admit this, Mr. Page, of St. Louis.

A CURIOUS error was made by the Boston Globe in the Sunday issue, reporting the fact (?) that Temple, of Chicago, had won a race at Amsterdam, N. Y., beating Woodside and Allard.

THE Troy, N. Y., Club had a lantern parade last Tuesday night. A large number of Albany wheelmen participated. The affair wound up with a grand supper. There were nearly two hundred men in line.

MR. LENOX lately tried to break the Land's End to John O'Groat's record, but in consequence of bad weather and heavy roads he "chucked" at Bristol (to use his own words) until the conditions of success should be more favorable.

CRIST and Barber have returned. They had a fine time but they think that the English have much to learn in the way of how to run a race meeting. There is much to be learned from the English racing man, but they have much to learn in the way of managing races.

THE Ledger, of Philadelphia, is kind enough to aver that New York and Chicago are just dying for the honor of entertaining the League in 1889 and 1890. We hope wherever the meet is held in 1889 the hoodlum element will be conspicuous by its absence, or be so constructed as to lose its obnoxiousness.

To be up with the times, Buffalo has a Ladies Tricycle Club of nineteen members. President, Mrs. E. J. Shepard; Vice President, Mrs. J. Stephenson; Secretary, Miss M. S. Ross; Captain, Miss Mabel Ducker; Executive Committee: President, Vice President, Secretary, Mrs. L. Randall and Mrs. H. E. Dyrd.

THE parade of wheelmen at the Buffalo Tournament, Mr. Ducker informs us, will exceed one thousand men, and he hopes that fifteen hundred will appear in line. This estimate is based on the number of wheelmen promised from out of town and a full attendance of the four local clubs, to say nothing of unattached riders.

W. S. DOANE has changed the date of his departure of the Denver, Col., to Boston tour. His route will be from Denver to Omaha, following the U. P., from thence following the C. B. & Q. to Keokuk, thence to Bloomington, to Crawfordsville, to Buffalo and Boston via the route selected by us for our proposed Boston to Chicago race last year.

WE are in receipt of the advance sheets of the road book of Chicago, Milwaukee and Peoria riding districts. The book contains nine pages of descriptive matter and four maps. It is published by the Chicago Bicycle Club. It is the intention of the club to revise this road book and issue annually. Orders for and information in regard to the book should be addressed to R. E. Schmidt, 103 Adams street, Chicago, Ill. Price of book, fifty cents.

A CORRESPONDENT writes us: "Please state in your paper what is a good preparation for riders to use for strengthening the wind. Being short winded I should like to ascertain a remedy." We confess to being somewhat floored by the question, but we suppose that constant and gradually increasing exercise is a good way to strengthen the breathing apparatus. "Cortis on Training" is the best work of this kind that we have, and would be a good guide for our breathless friend and his ilk. If, after reading this book and acting on the advice of Cortis, the gentleman still suffers for want of breath then we feel nothing short of a good, new pair of lungs and a reconstructed stomach will avail.

A PLEASANT EVENT.

THE employees of the John P. Lovell Arms Company were the recipients of kind and hospitable entertainment at the hands of Mr. William Crawford, manager of the sporting department of Messrs. John P. Lovell Arms Co. Mr. Crawford's beautiful residence is in Melrose, and on Saturday last some thirty employees of the above named company passed a most delightful afternoon. Dinner was served on the lawn at about 3 P. M., and after that lawn tennis and music served to pass the time until 5 o'clock, at which hour a mile and half road race and a slow race were run, and handsome medals awarded to the winners and second man. The first race, about one and one-half miles, was run in two heats and a final.

First won by Geo. Hovey, time, 5:05.

Second won by J. E. Hager, time, 5:16.

Final heat won by Geo. Harvey (1), D. R. Harvey (2), time, 5:03.

Slow race won by J. F. Higgins.

The afternoon was made still more pleasant from the fact that several young ladies were present and helped to make the happy hours still more happy for the sturdy athletes who contested and did not contest in the different events.

**TEMPLE AGAIN ON DACK.
HE WINS A RACE.**

A CABLEGRAM to the Boston Herald, dated The Hague, July 8th, states that in the cycling tournament at Schenningen, near The Hague, on Saturday, the half-mile bicycle race was won by Temple of Chicago in 1m. 28 1-2s. Allard of England was half a second later. In the professional scratch race of 5000 metres Woodside of Philadelphia and Temple made a dead heat.

L. A. W., ILLINOIS DIVISION MEET AND RACES.

ON July 3d, the number of wheelmen present at Springfield, Ill., from out of town, numbered about 200. The races attracted a big crowd to the Driving Park, and the races, though slow, seemed to give great satisfaction. The day was sultry, and a hot breeze and a bad track made the time very slow. The races were as follows:

Mile dash—three heats. First prize, Klaholt gold medal, won by Bert Myers, of Peoria; second prize, Sommer & Pierik silver medal, won by Arthur D. Black, of Jacksonville. Myers won two successive heats. Time, 3:20 1-5, 3:41 4-5.

Five-eighths of a mile—handicap; three entries. A. J. Street, of Chicago, won, with Frank Riggs, of Chicago, second, and Fred Davenport, of Jacksonville, third. Time, 1:36 1-5. First prize, gold medal; second prize, Pope Manufacturing Company's silver cup.

One-eight-mile slow race—first prize, silk umbrella; second prize, Gormully and Jeffery hub lamp. A. J. Street, of Chicago, won, with Frank Riggs, of Chicago, second. No time.

Safety race—three miles, "cranks" barred. First prize, Illinois Watch Company watch, to George Thorn, of Chicago; second prize, Victor saddle, to Bert Myers, of Peoria. Time, 12:24.

The only entry for the unicycle mile race was Bert Myers, of

Peoria, who was awarded a silver ice-pitcher. In the evening there was a grand lantern parade, traversing the principal streets of the city, which were illuminated at frequent intervals with colored fire as the procession passed. F. D.

ON COLLEGE HILL, PROVIDENCE.

This morning Mr. Henry Campbell, the bicyclist, made a record in hill climbing that probably will not soon be beaten by local wheelmen. He rode a Star safety, the new machine, and started up College hill about 10 o'clock. He went up the hill in a perfectly straight line, and turning, came down with ease and safety. Finding that he was not winded at all, he turned and rode up again, and kept it up until he had made the ascent four times without a dismount. At the end of the work he was in good condition, and could have made another trip. The grades are in 265 feet. 14 feet 100 rise; the next 428 feet in 12.60 in 100 rise; the last 327 feet in 100 rise; total length 620 feet.

RACES AT SKOWHEGAN, ME.

R. T. PATTEN, the pet Skowhegan champion Maine wheelman, had it all his own way in the mile bicycle race for the Maine championship on the Fourth of July. He won the race easily in 3.55, not being called upon to show his best speed. A Lewiston rider came in second, Darling third, Rowell fourth, Dunton fifth. Patten was enthusiastically cheered as he came under the wire, legs over the handles, with a beaming smile on his face, an easy winner. The Elmwood champion belt will remain a trophy in the possession of the popular Skowhegan Bicycle Club.

The half-mile bicycle race for the championship of Somerset County, also on July 4th, was won by William Podfish, North Anson; Herbert L. Sawyer, of Madison, a very close second; Edgar C. Dunton, Skowhegan, third; E. B. Rowell, East Madison, fourth. Time, 1.43.

PENNSYLVANIA RACING NOTES.

(By Ariel.)

HALSTED is carrying off first honors right along. Last week he won the two-mile handicap, from scratch, in the athletic games, beating S. W. Merrihew, who had 10 seconds start. Time, 7.32. His win of the one-quarter mile State Championship at New Castle on July 4th, following so closely on his victory at Lancaster in the other championship race, stamps him the best man in the state today. In both of these races he laid out Wilhelm, of Reading, and I am told that in the Lancaster race Wilhelm had not taken pains to get himself into proper condition, having underrated Halsted's powers from the defeat Schwartz gave him at Wilmington. The true story of Halsted's loss of the latter race has yet to be told. The track was of clay, and it having rained the night before there were a number of puddles on the track. Through one of these Halsted drove his racer, with the result that the wheel gathered up a lot of wet clay which stuck between the forks, clogging the wheel and practically acting as a brake. But Schwartz would not accept Halsted's subsequent challenge.

The new grounds of the Tioga Athletic Association, at Westmoreland station, were formally opened July 4th. In the bicycle races, T. Van Deusen won the five-mile handicap in 18.6 2-5 and I. S. Custer took the one-mile; time, 3.38 2-5.

RACING AT BROOKLYN, N. Y.

THE Brooklyn club members celebrated the Fourth by road races in the morning, on the Jerico Pike. The distance was five miles, and the events were a novice race and a club championship race. The course was 2 1-2 miles, to Hyde park and return. W. F. Class took the novice race, in 20.44, while H. Fay and W. Fuller ran a dead heat for second place.

In the club championship race J. W. Schoefer finished first in 18.34; H. L. Bradley was second and Borland third. Bradley led for about 2 miles, and then Schoefer went at it and was never headed.

THE RACE MEET AT QUEENS

track in the afternoon was fairly attended, and the events were flat and uninteresting. W. F. Class, of the Brooklyn Bicycle Club, won the one-mile novice race in 2.30, with W. C. Marion, of the Kings County Wheelmen, second. Mr. Class won the Brooklyn Bicycle Club novice race in 3.36, with W. E. Fuller second. Boys' half-mile race was won by Len Doughty, Jr., of Queens, in 2.09 1-5, with Warren Nichols, of Hempstead, second. The two-mile handicap was won by John W. Schoefer, scratch, Brooklyn Bicycle Club, in 6.48, with H. T. Quartropp, 130 yards, Queens County Wheel-

men, second. H. P. Matthews, Brooklyn Bicycle Club, won the safety race in 3.28 4-5, with Frederick Coningsby, of Jersey City, second. J. W. Schoefer won the Brooklyn Bicycle Club one-mile championship in 3.16 1-5, with H. L. Bradley second. The three-mile open event was won by J. W. Schoefer, Brooklyn Bicycle Club, in 11.31, with L. L. Bradley second. T. F. W.

RACING AT CINCINNATI.

THE Cincinnati Wheelmen held a very successful road race July 2. The conditions for such an event were favorable, weather fine and roads in excellent condition. The distance was about seventeen miles. The Cincinnati *Commercial Gazette* thus describes the race:

"There were eleven entries with ten starters in the race, Bryson, B. Burroughs and Perin taking the scratch; Klinn received the greatest handicap, 12 minutes; Arnot, riding the only safety in the race, 10 minutes; Alsap, 8 minutes; Keagy, 7 minutes; H. Croninger and Levi, 6 minutes; George Burroughs and Greenwood, 5 minutes. Klinn, the first man off, was started from Chester Park at 8.29, and B. Burroughs and Perin at 8.32. The last two men rode an easy race to Glendale, and after mounting the Glendale hill they both 'let 'er go,' Burroughs passing the eight men in front of him, and arriving at the toll-gate in Hamilton, which place was the finish, in one hour, ten minutes and three seconds. Greenwood, of the Centrals, who had received a five minutes' handicap, came in about two and one-half minutes behind Burroughs, his actual riding time being one hour, seventeen minutes and thirty-seven seconds; H. Croninger, of the Kenton, six minutes' handicap, was third, riding time being one hour, nineteen minutes, forty-one seconds; George Burroughs, of Avondale, five minutes' handicap, was fourth. Bryson Burroughs, the winner, is but eighteen years of age, has won the Ohio State Championship in the one and two mile races, and also holds the *Sun* medal, which says he is the fastest man in this locality, Newport and Covington included. The Kentons have claimed to have riders that could down him, and after this, their third trial, they have failed to show the man.

Burroughs' average gait was four minutes, and he came in at the finish looking fresh, and good for ten miles more if necessary. He has great speed and a wonderful amount of endurance, and too much cannot be said in his praise."

PITTSBURG (PA.) RACES.

The Pittsburg Cycle and Athletic Club's opening meet at their park on Saturday, July 7, was a success. The mile novice was won by C. C. Taggart, without much exertion, in 3.46. The half-mile open by Wilhelm in 1.31 1-5; W. D. Banker, second. Half-mile, 1.30 class, F. G. Lenz, first; A. C. Banker, second. One-mile open, Wilhelm, first, in 3.11 1-2; Lenz, second, in 3.15 3-5; and W. D. Banker, third. One-mile, 3.20 class, Lenz, first, in 3.27 2-5; Kahler, second. One-mile club, handicap, A. C. Banker, first, in 3.28; F. G. Lenz, second. Two-mile handicap, Lenz, first; W. D. Banker, second; and Wilhelm, third; time, 7.01.

Lenz wears the laurel wreath now. He trimmed the Bankers in great shape, but wait a month and you will see some races for blood, as W. D. Banker, like the Old Guard, may die but will never surrender, and Lenz, having scooped all the fame, will ride with renewed energy to keep it. He displayed good judgment in taking his time in the club handicap, so as to be in shape for the two-mile handicap, which was a hot fight between he and W. D. Banker, whom he beat nicely. Wilhelm rode well in this, but the handicap was just a little too heavy. He was about two seconds behind Lenz at the finish.

At the time of the League meet the P. C. & A. C. grounds were not fenced in, neither was the track surveyed. The surface is not yet in shape, but it will be O. K. in two or three weeks. President Coffin promises a fine surface at the next meet, which will probably be in August.

W. D. Banker rode in his usual form at New Castle, but he was not fit at the P. C. & A. C. races. If Lenz gets a racer he will undoubtedly do much better than on the roadster he now rides, with a cyclometer swinging from the hub.

Rhodes, the Springfield Roadster flyer, is laid on the shelf with rheumatism, which delays his attempt to lower Wilhelm's Lancaster pike record.

Halsted and Wells expect to have their hill race soon. Wells will ride Gormully & Jeffery's American Rambler Safety, while Halsted will ride Wm. Read & Sons' Ivel Safety.

Wells' defeat at Kimmswick was unfortunate, but I still think him a winner, as his first ride of half the hill before the strap broke is certainly equivalent to more than ten seconds of a handicap, which was all that Greenwood beat him. DUQUESNE.

PITTSBURGH HILL CLIMBING.

MR. J. B. KALCHER of Pittsburgh, Pa., offers a gold medal to the man who first climbs the hill called "Murder Lane" in Sewickly. The rules and grades we print below:

1. Open to all who are now members of the Pennsylvania Division L. A. W.
2. Open to all bicycles except the Star, which having climbed the hill, is barred from entering.
3. Bicycles must be ordinary road wheels.
4. Contestants entitled to an unlimited number of trials.
5. Contestants must ride hill in presence of committee, whom they shall notify three days prior to attempt.
6. The committee consists of S. H. Murray, Frederick Way and Alex. C. Robinson.

All communications for the committee should be addressed to hill-climbing committee, 442 Wood street, Pittsburg, Pa.

GRADE.

First 210 ft. 1 in.	-	-	29 ft. 3 in. = 1 in 8
Next 875 ft. 5 in.	-	-	47 ft. 11 in. = 1 in 18 1-4
" 197 ft. 9 in.	-	-	27 ft. 3 in. = 1 in 7 1-3
" 488 ft. 0 in.	-	-	29 ft. 4 in. = 1 in 17
" 78 ft. 0 in.	-	-	14 ft. 11 in. = 1 in 5 1-5
" 344 ft. 0 in.	-	-	38 ft. 6 in. = 1 in 9
" 350 ft. 2 in.	-	-	28 ft. 2 in. = 1 in 12 1-2
" 345 ft. 4 in.	-	-	37 ft. 1 in. = 1 in 9 1-3
" 136 ft. 0 in.	-	-	25 ft. 0 in. = 1 in 5 2-5
" 251 ft. 2 in.	-	-	38 ft. 7 in. = 1 in 6 1-2
" 172 ft. 0 in.	-	-	17 ft. 7 in. = 1 in 10
" 111 ft. 0 in.	-	-	16 ft. 4 in. = 1 in 6 5-6
" 37 ft. 6 in.	-	-	8 ft. 0 in. = 1 in 4 11-16
" 102 ft. 0 in.	-	-	18 ft. 6 in. = 1 in 5 1-2
" 46 ft. 0 in.	-	-	9 ft. 10 in. = 1 in 4 2-3
" 42 ft. 0 in.	-	-	7 ft. 3 in. = 1 in 5 5-6
Last 41 ft. 0 in.	-	-	4 ft. 5 in. = 1 in 9 1-3

Total 3827 ft. 5 in. - 394 ft. 11 in. = 1 in 9 7-10
Last 1015 ft. 6 in. - 155 ft. 3 in. = 1 in 6 4-7

From the above it will be seen that the average grade of Murder Lane is greater than any authentic surveys:

Corey Hill is	-	-	-	-	-	1 in 11.41
Son-of-a-Gun is	-	-	-	-	-	1 in 10.5
Fords Hill is	-	-	-	-	-	1 in 12.4
Ross Hill is	-	-	-	-	-	1 in 10.04
Murder Lane is	-	-	-	-	-	1 in 9.7
Eagle Rock, no authentic survey.						

[We are sorry Mr. Kalcher did not make this open, and not confine contestants to L. A. W. members.—Ed.]

RACES AT EAST HARTFORD.

ONE thousand people witnessed the bicycle races on the afternoon of the Fourth. Promptly at three o'clock the races were started, and the first event was the novice. Result, Hills (1), Ackley (2). To the Hartford *Post* we are indebted for the following account of races: In the one-mile handicap (open), there were six starters, Forster, Wakefield, James, Millett, Culver and Roberts. Wakefield won the first prize, an elegant lamp; time, 3.16 2-5, the fastest during the afternoon. James won second prize, an Ideal cyclometer. Forster, by a splendid spurt near the finish, won third prize, an automatic bicycle lock.

In the one-mile handicap for East Hartford riders, five starters, H. E. Bidwell (scratch), James, Snow, Hills and Cowles. Hills had 100 yards handicap and secured first prize, a Champion light roadster bicycle; time, 3.18 4-5. Bidwell finished a good second in 3.19 2-5, and won the second prize, a Champion hub lamp. James took third prize, an automatic bicycle lamp.

The two-mile time handicap (open) race had four starters, Forster, Wakefield, Millett and Roberts. Wakefield had ten seconds handicap, and held the lead to the finish; time, 7.26 4-5. The first prize was a pair of pictures. Roberts secured second prize, a toilet set; time, 7.38 3-5. Forster won third prize, a perfection heater.

The half-mile handicap had three starters, H. E. Bidwell, Shook, and Cowles. The former was a scratch man, but he won the race, in 1.39 1-5, securing first prize, a silver handled, silk umbrella. Cowles won second prize, a Champion hub lamp. Shook third, six months' subscription to the Springfield *Daily Republican*.

The seventh event was the one-mile 3.20 club race, with three starters, Cowles, James and Snow. James won first prize, a pair of rat-trap pedals; time, 3.53 1-5. Snow was second, taking a Champion hub lamp.

In the one-mile 3.30 club race there were two starters, Shook and Ackley. The latter secured the lead on the second lap and held it

until near the finish, when Shook made a fine spurt and went to the front, winning the race in 3.59 2-5. The first prize was a Victor cyclometer; the second a Champion hub lamp.

Three starters responded to the bell in the one-mile open race, Wakefield, Forster and Roberts. The former led nearly to the finish, when Forster spurred and secured the first prize, a Rockford silver watch; time, 3.30 1-5. Wakefield took second prize, a carving set, Roberts third prize, spoons, butter knife and sugar shell.

Only two men came to the scratch in the one-mile consolation race, Culver and Millett. The former won in 3.52 2-5, taking a Champion hub lamp. Millett secured a pair of bicycle shoes.

The officers were: C. G. Huntington, referee; F. E. Belden, H. H. Smith and J. G. Graham, judges; E. O. Goodwin, starter; L. S. Forbes and M. Cameron, timers; Joseph O. Goodwin and H. D. Olmsted, scorers; George L. Forbes, clerk of course.

At the close of the races the club members, visiting wheelmen and officers of the day were invited to Wells Hall, where a bountiful collation with hot coffee was served. The lady friends of the club officiated as waiters. The club rooms were then visited and the prizes distributed.

NEW CASTLE, PA., RACES.

THE rain knocked out the New Castle races on July 4, at least the most important events, such as the half-mile national League championship and the one-mile State championship. The hill-climb which was held in the morning on Jefferson street resulted as follows: First, W. I. Wilhelm; second, Eugene S. Michenir; third, A. C. Banker. Fox Kahler, of Millerstown, was half way up the hill when he was informed that his time was not taken. Kahler thinks it was rather a cold deal, I haven't heard any explanation of it yet. Mercer street, which had never been climbed, was surmounted by Wilhelm.

In the afternoon the races were just fairly under way when a heavy rain set in. G. K. Beam, of Pittsburg, won the one-mile novice in 3.09, with ease; he is a good one. The quarter-mile State championship was won by Halsted. Every one expected to see a race between Halsted and Wilhelm, but a man from way up in the country took a header which compelled Wilhelm to do some trick riding to get round him; when his stand-still exhibition was finished Halsted was round the turn and going fast. Wilhelm passed Banker and Lenz, but was not able to head Halsted, who won as he pleased in 40 3-5 sec.; Wilhelm, second, in 42 sec. Just then the deluge arrived, and as I left the track a parting glance over my shoulder revealed a moss back trying to roll the track with a plough horse and 600-pound rig. The races were postponed twenty-four hours, but it still rained, and it was decided to hold them either shortly before or after the Buffalo meet in September. In the hill-climb a bicycle lamp was first prize and bronze medal second. I was surprised to find a bronze medal playing second fiddle to a lantern, but a glance at the medal explained it all. The championship medals were fair, the other gold medals were not quite so "hefty," and the bronze ones were properly classified in the hill-climb.

The first train to New Castle on the E. & P. R. R. had about fifty wheelmen on board. They did not hold the hill-climb for it, although requested to do so, and the Reception Committee was conspicuous by its absence.

W. W. Windle met with a bad accident the day before the races, which placed him *hors de combat*. Midgley and he were enjoying a practice spin, and as they turned into the stretch Midgley struck a soft spot and fell. Windle was too close to turn out and ran into him, resulting in one of the worst falls a man could take. He was badly bruised. DUQUESNE.

THE C. W. ASSOCIATION.

ANNUAL MEET AT BELLEVILLE, ONT.

THE annual meet of the C. W. A. held at Belleville, Ont. was one of the largest assemblies of the association ever held. On Sunday July 1st there were some 300 visiting wheelmen in town, almost all the principal clubs of the Provinces being represented. The first portion of the programme, namely, the march to church, was successfully carried out this morning, when about 150 wheelmen, headed by the Oddfellows' band in military uniform, marched to Christ church, which was crowded to the doors. The visitors were entertained by the Ramblers, who took a large number of them to Massassaga park on the steamers Ornata and Annie Gilbert and the yacht Olanthe.

At the hill-climbing contest July 2d there were seven competitors, four of whom failed to surmount the grade, which was a very trying one. The winners were as follows:—Bert Brown, Toronto, 27 3-5s.; Lave, Montreal, 34s.; Pennison, Toronto, 3d.

An adjournment was then made to the City Hall, where the annual meet was held. Mr. Miller, the president, presided, and addresses of welcome were made by Mr. Henry Corby, M. P., Dr. Wilson, Mayor, and Ald. Faulkner. President Miller responded. The officers elected are as follows:—President, W. P. Way, Ramblers, Belleville; vice president, Harry Ryrie, Torontos, Toronto. The report of the secretary shows an increase in the membership and the sum of \$336 in the treasury.

The parade this afternoon presented a very imposing scene, 250 wheels being in line. The wheelmen proceeded to the Driving Park, where the racing took place in the presence of about 4,000 people. The track was good but somewhat rough on one side. Still, good time was made, Foster lowering the Canadian tricycle record to 3.18 4-5. In the one-mile championship, the five-mile championship and the tricycle Foster won virtually as he pleased. Summary:

Two-mile bicycle, novice. S. B. Cooper was 1st, W. A. Lingham 2d, Walbourne 3rd. Time, 6.25 3-5.

One-mile championship of Canada—Fred Foster, Toronto, 1st; J. H. Robertson, Montreal, 2d; E. O. Roscoe, Woodstock, 3d. Time, 2.47 3-5.

Half-mile without hands—R. Fetch, Brantford, 1st; M. F. Johnson, Toronto, 2d; Thomas Knowles, London, 3d. Time, 1.32 3-5.

One-mile 3.20 class—L. B. Cooper, 1st; Bert Brown, Toronto, 2d; W. A. Lingham, 3d.

One-mile tricycle championship of Canada—Fred Foster 1st, E. P. Baird, Montreal, 2d. Time, 3.19 3-5.

Three-mile team race—Whatnough, Johnston and Webster, of the Wanderers, rode over.

Half-mile dash—J. H. Robertson, 1st; E. O. Roscoe, 2d; Thomas Knowles, London, 3d. Time, 1.21 2-5.

Half-mile run and ride—Scott won, Walbourne 2d, Fitch nothing. Time, 2.14 1-5.

Five-mile championship of Canada—Foster won, Baird 2d. Time, 15.52 3-5.

Three-mile roadster, 35 lbs.—Robertson won, Lingham 2d, Walbourne 3d, Fitch, Knowles, Roscoe and Cooper, nothing. Time, 9.40.

One-mile Safety—Johnston won, Penniston 2d. Time, 3.11 2-5.

Ten-mile open—Fitch won, Baird 2d. Time, 35.24 1-6.

FORT DAYTON WHEELMEN.

THE Herkimer County (N. Y.) people have been regaled with their first bicycle meet, and they are enthusiastic over the results and the enjoyment obtained. The parade was a feature and the following prizes were awarded:

For club having largest number of riders in the parade, elegant cup, given by Pope Mfg. Co., Fort Schuyler Wheelmen, Utica.

Best drilled club, piece statuary, Rome Bicycle Club.

Finest uniformed club, Case Glisitenine, Waiontha Bicycle Club, Richfield Springs.

Handsome rider, gold ring, August Kinne, Richfield Springs.

Rider having largest wheel, silk handkerchief, George Smith, Little Falls.

Rider having smallest wheel, bicycle bell, Ralph Crego, Herkimer.

THE RACES

were called at the Driving Park at 2.30 P. M., there being 1,000 persons present to witness the sport. The judges were Messrs. Steele and Folts, of Herkimer; Hinds and Cole, of Richfield Springs; Gardiner, of Utica, and Smith, of Little Falls. Following is a schedule of the races, with the official time annexed:

Novice half-mile, 1st, Frank Robbins, Utica, bicycle shirt; 2d, George Whitehead, Rome, wrench. Time, 1.40.

Club championship half-mile, 1st, B. K. Helmer, \$10 medal; 2d, G. W. Nellis, lamp. Time, 1.37.

One-mile dash, 1st, C. H. Metz, Utica, chair; 2d, T. L. Willson, Brooklyn, cigars. Time, 3.03 1-4.

Hurdle half-mile, 1st, F. P. Hammes, Utica, revolver; 2d, B. L. Burrows, Norwich. Time, 3.00.

County championship, one mile, 1st, G. W. Nellis, \$12 medal; 2d, G. T. Woodin, shoes. Time, 3.20.

Half-mile hands off, 1st, F. P. Hammes, Utica, cyclometer; 2d, P. C. Hammes, Utica, underwear. Time, 1.43.

Boys' race quarter-mile, 1st, J. C. Robbins, Utica; 2d, W. W. Roberts, Utica. Time, 0.44 1-2.

Tandem half-mile, two starters, Nellis and Helmer. Time, 2.05.

Three-mile dash, 1st, H. J. Hall, Brooklyn, ball pedals; 2d, Harmon Marquisee, Utica, silk hat. Time, 9.57.

Club handicap, one mile, 1st, G. W. Nellis, scratch, cyclometer; 2d, G. T. Woodin, 22 yards, gold pen; 3rd, Joseph Schermer, 22 yards, whistle; 4th, Grand Christman, 40 yards; 5th, E. W. Harter, 40 yards. Time, 3.27.

Fancy riding, 1st, C. R. LaRue, Little Falls, \$15 medal; 2d, Harmon Marquisee, Utica, shaving case.

C. N. Y. one-mile championship, 1st, C. H. Metz, Utica, \$30 medal; 2d, F. P. Hammes, Utica, safety rifle. Time, 3.04 1-2.

Tricycle half-mile, 1st, G. W. Nellis, silk umbrella; 2d, G. T. Woodin, opera glass. Time, 1.59.

Ride and run half-mile, 1st, P. W. Hammes, Utica, chair; 2d, B. K. Helmer, lamp. Time, 2.51.

Consolation half-mile, 1st, W. A. Carter, Richfield Springs, hose; 2d, E. H. Martin, Utica, whip. Time, 1.36.

The races were closely contested, and occasioned no end of applause from the enthusiastic audience. The entire programme passed off without a break to mar the enjoyment of the day, with but one exception, and that occurred in the three-mile dash. In the fifth lap of this race Mr. Willson of Brooklyn lost his pedal near the quarter pole, and was thrown violently to the ground. The fall was a severe one, but beyond a few bruises we are glad to say Mr. Willson was uninjured.

A banquet wound up the proceedings. Our first effort makes us, like Oliver Twist, ask for "more."

RACES AT EAST SAGINAW, MICH.

We give below results of races at East Saginaw, Mich., July 4th: One-mile novice—E. R. Pratt, of Flint, first; John Nichols, East Saginaw, second; time, 3.09.

One-mile, open—John Rivard, East Saginaw, first; Geo. Lane, Detroit, second; time, 3.02.

Half-mile, boys—Willie Pease, first; A. O. Dunk, second; time, 1.43.

Ten-mile team race for State championship—Detroit team, Geo. Lane, Wm. Metzger and J. Lamont; East Saginaw, John Rivard, C. Gardiner and H. Osborn. Rivard, of the Saginaws, set a hot pace and gained a lead in the eighth mile of over a quarter of a mile.

Detroit then drew out, giving the race to Saginaw. This makes the third consecutive time East Saginaw has beaten Detroit for the State championship.

Five-minute time race, distance one mile—Won by John Nichols in 4.50.

East Saginaw Bicycle Club championship—John Rivard, first, 3.05; Walter Marr, second, 3.05 1-4.

One-mile, 3.20 class—E. R. Pratt, Flint, first; Walter Marr, second; time, 3.08 3-4.

Five-mile lap race—H. Osborn, first; E. R. Pratt, second; time, 17.59.

ERRATA.

OHIO DIVISION MEMBERS PLEASE NOTICE.

IN our last issue we named the place of meet of Ohio Division L. A. W. as being at Cleveland. This is an error. We should have stated the place of meeting as Toledo and not Cleveland.

HARRIS ON STAND PIPE HILL.

WASHINGTON has a hill that, 'tis said, troubles most men to climb more than once, but on June 6th P. M. Harris, on a Springfield Roadster, made up his mind to see how many times he could ride it without a dismount. Eight times up and down did Mr. Harris go before he got off his machine. The Washington men seem to think that this record will stand for some time to come, but who can tell, when we have our Wells, our Shurman, our Worden and our Harradon? Will some of our Washington friends please give us the grade of Stand Pipe Hill?

'T WAS HALSTED AND NOT STENKEN.

Editor *Bicycling World*:—Seeing in the edition of June 29, 1888, of the B1. WORLD AND BULLETIN that Stenken, while on his way to Baltimore, had made his mile on the University of Pennsylvania track in 2.51 3-5, being the fastest mile ever ridden on that track, I wish to correct the same, as E. I. Halsted, of Pennsylvania Bicycle Club, made his mile in practice in 2.50, which is the fastest mile either in practice or race which has ever been made on that track. As there were two watches on him at the time there can be no mistake, and as I was one of the timers I am willing to vouch for it. Date of this event was about the middle of May, when he was training for the inter-collegiate race. Hoping you will give this correction space in the next edition, I remain very truly yours,

JNO. G. FULLER.

MR. SHRIVER ON THE CONSTITUTION.

Editor *Bi. World and Bulletin*:—The decision at Baltimore was that we must be content to live under the law which has been made for us by the Revision Committee, and if we want an opportunity to modify it a year hence, must carry on our discussion in the press, rather than in the convention which had been called to consider the new constitution. Availing myself of this permission, I would like to begin the discussion right now, by way of explaining why my

own vote, and I presume that of others, was cast against the adoption of the constitution on the final vote.

We took this course not merely as a protest against the farce of cutting off debate in a body called together from all over the country to deliberate, not to blindly ratify the work of one or two men, but even more because the new constitution, while in the main good, was in some important points fatally defective. I, for one, have not a word to say in criticism of the careful caucusing of Sunday night, which had so ably rallied what we may call the clique forces, and would blame myself for not having been equally well prepared, were it not that it was impossible for me to have been in Baltimore on Sunday evening. But I do think that the gentlemen who were so determined that the "harmonious symmetry" of their work should not be disturbed by the impertinence of independent thought, might at least have made that work a little more perfect in form. This constitution which is now adopted by so large a majority is not only clumsily worded in several sections, so as to leave its meaning doubtful, even to at least one of the men concerned in its preparation, but has at least three grave errors of principle involved. Should any division fail to provide a plan of elections there is no power whatever by which the national body can step in and supply the deficiency, and in such an event the members of such a division must be disfranchised entirely. Under the draft first presented the territorial divisions were excluded from representation in the national assembly, except by Chief Consuls, and with the amendment doing away with territorial divisions the smaller divisions still have no representation except by Chief Consuls; and unless they have fifty members each, these divisions are not even to be trusted to elect their Chief Consul. At June 15 there were twenty-four divisions thus disfranchised, with a membership of 308. When we come to the divisions which are given the right to vote, the apportionment is nominally fair, as the twelve big divisions with 540 members send only sixty-four men to the national assembly, while thirteen smaller ones, with 1600 members, elect eighteen representatives of the various grades. But there is the further objection that we have adopted the vicious system of delegated choice which has so degraded the United States Senate, and the result will be that a governing clique in any one of the big divisions will have far more power than a substantially unanimous popular choice in a dozen of the smaller divisions.

When our committee had so carelessly put together an instrument which should be a reasonably perfected organic law, it seems a pity that their pride of authorship and impatience of criticism should have led them to force a vote before the League had been given an opportunity to correct at least manifest errors of detail.

Yours truly, EDWARD J. SHRIVER.

New York, June 23, 1888.

FROM DENVER, COL., TO COLUMBUS, OHIO.

FROM this quiet village of the "Western Reserve," I would like to speak to the many wheelmen whom I met along the line in my trip a wheel from Denver to Columbus. I don't know of any better medium than the *WORLD*, for I found that the announcement of this tour in your paper, had put wheelmen on the lookout all along the proposed route.

At daylight, on June 3d, J. L. Gard and the subscriber, accompanied by several members of the Ramblers, left Denver for Kansas City, our route being along the Kansas Pacific through the "Golden Belt." At Magnolia, nine miles out, our escort turned back and we continued our journey eastward, little knowing what a hard day's work we had before us. About nine o'clock a stiff breeze sprung up from the east, and continued to blow in our faces for several days. And how it does blow on the prairies! About thirty miles from Denver we found considerable sand and rather hilly country, putting riding out of the question. Of the 56 miles which we made the first day to Deer Trail, we walked 18. They were two weary wheelmen that stayed at the home of the "Deer Trail terrors" on the night of June 3d. The second day we found very soft roads from recent rains, necessitating about six miles of walking and track riding, which in places were found superior to the wagon road. The third day out the roads improved and were fair, but the tireless wind continued to blow in our faces until we reached Collier on the 8th. Between Collier and Wilson, Kansas, we found the finest road, and the country just rolling enough to be interesting. With a favorable wind that day, the 9th, our average was about 12 miles per hour, or 100 for the day. There is very little sand on the road we traversed, except in the vicinity of Junction City, and the day's ride between that point and Topeka, 79 miles, was one of our hardest, 30 of which we rode on the track. The hills ten miles east of Junction are sandy, and at that point we took to the track, finding several miles of fair riding, on which we would make about seven miles per hour. As bridges abound in

that section, frequently as many as ten in a mile, to avoid dismounting and difficult mounting we rode many of them. I believe we were the second wheelmen to travel this road. It is needless to add that we were always surrounded by an inquisitive crowd at every stopping place. The natural roads of Kansas are good. They have ruts, but unless there is a strong side wind, as we had for two days, they can be ridden very nicely. Living in that State is reasonable and wholesome, and their horses seldom scare. Some of the "towns" are small, consisting merely of a section house and water tank, but we always found good accommodations at those places; this, of course, applies to the extreme western part of the State and Eastern Colorado. The finest section of Kansas in a wheeling way—in the vicinity of Fort Hays and Ellis—contains not a solitary wheelman! We were shown courtesies by the wheelmen of Junction City. A "pilot" in the morning through Fort Reily would have been of great benefit to us, for in the early hour that we passed through the reservation there was no one astride to "put us on" to the right road.

I would advise all wheelmen leaving Junction City alone in the early morning and traveling east to take the track when near the Fort, for of the many roads there, it is difficult to select the right one. Our average mileage through Kansas was 67 miles per day. From Topeka to Kansas City the roads are rough and hilly. At Kansas City Mr. Gard finished his journey, and I trained it from there to Peoria, Illinois, avoiding the flooded district and the bad Missouri roads, of which I had heard so much. If Missouri roads are any worse than those that I found in Illinois I should not like to see them. But my programme was to ride from Peoria to Columbus a-wheel, via Bloomington, Crawfordsville, etc., and I did it, but the greater part of it was a rough ride. The country, however, was interesting and in many places romantic, especially so a few miles west of Crawfordsville. The Illinois roads are nothing if not rough, but near the Indiana line I found a few miles of pike either side of the larger towns. I did more track riding in Illinois and six miles of it east of Veedersburg, Indiana; total track riding, forty-five miles. I met many wheelmen in Peoria, Bloomington, Crawfordsville, Indianapolis, Springfield and Columbus. The Crawfordsville club is small, but one of the most energetic I have ever seen, and the beautiful quarter-mile track that they are building and expect to use on the Fourth of July would be a credit to any city. It is located in the fair grounds inside the horse track, and in the midst of towering trees, which, however, do not obstruct the view. In the centre of the track is a lake and numerous green islands, the *tout ensemble* being charming. I congratulate the live wheelmen of Crawfordsville. I found few wheelmen in Illinois who could give me no information as to roads for more than five or ten miles from their towns, for they "always took the train to such and such a place and wheeled it from there." Honor or not, I wheeled it through their State and left my curse on their roads; if it doesn't improve them it certainly cannot injure them, they are as bad as they could be for a wheelman. I was somewhat disappointed in the National pike, which I "struck" at Indianapolis. It was very sandy near the large towns, and the large stones in many places made it rough. The real National road does not lead to Dayton, but about ten miles north of there and two miles east of Richmond, Indiana, I left the much-traveled pike and continued on the National road, which I found better than the one to Dayton. I made a hundred-mile run from Indianapolis, but with a pretty stiff breeze against me and the thermometer at one above one hundred degrees it was hard work. I rode between Denver and Columbus 1008 miles, riding time being fourteen full days. Had no accidents and but little trouble with horses or mules, that little being in Illinois and Indiana, and the cause there is more with the drivers than the horses. My health was perfect and appetite enormous. I thoroughly enjoyed the trip, and recommend all wheelmen to *tour*.

C. C. HOPKINS, of Denver.

Garrettsville, Ohio, June 25, 1888.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE five and three-eighths mile road race held at Memphis, Tenn., June 30th, resulted in a victory for the "Apollo," W. A. Whitmore taking first prize from scratch. W. B. Everett & Co. are happy to state that recent large shipments of safeties have enabled them to catch up on their orders for this type of machine, and gives them a good stock to sell from.

As a mechanical feature, the Trigwell Ball Head used on the New Mail, must be conceded to be a perfect success. Messrs. William Read & Sons report that they have not changed any feature of the head, since its adoption some three years ago, and though they have given it a thorough trial, speak highly, of the additional rigidity given the whole wheel.

REMARKABLE

is the increase of Safety riders, and yet not so remarkable when one considers the perfection reached in the construction of this style of bicycle, and the undeniable fact that there are many old as well as prospective riders who prefer the Safety type of machine; and this number shows an

INCREASE IN

nearly every section of the country. Attention is called to the Veloce Columbia, new this season, a Rear Driving Safety of the most improved pattern, combining the best features of other Rear Driving Safeties, with many original improvements and additions, including easy and true steering and the improved Kirkpatrick saddle, which all

SAFETY RIDERS

appreciate. A fully illustrated description of the Veloce is found in the Columbia Catalogue. The Veloce has not been extensively advertised this season, simply because an unprecedented number of orders have made it, up to this time, impossible to fill orders with our customary promptness. All orders for the Veloce, as well as for other styles of Columbias, will now receive immediate shipment.

THE MOST COMPREHENSIVE CYCLING CATALOGUE FREE.

POPE MFG. CO., GENERAL OFFICES, 79 FRANKLIN ST., BOSTON.

BRANCH HOUSES: 12 WARREN ST., NEW YORK; 291 WABASH AVE., CHICAGO.

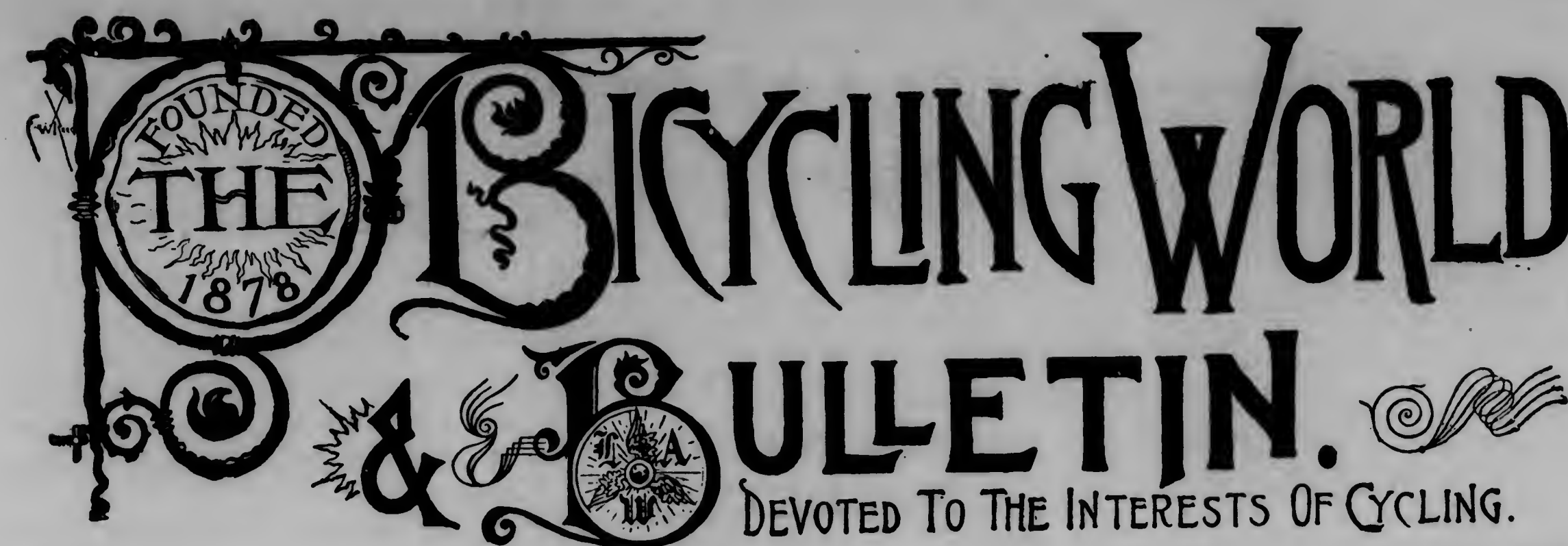
THE FAMOUS, STAUNCH, RELIABLE Rudge Light Roadster Bicycle. AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.



\$1.00 a Year.
5 cents a copy.

BOSTON, 20 JULY, 1888.

Volume XVII.
Number 12.



SPECIAL.

All Advertisements in this Department 20 cents a line.

CLEARANCE SALE—Rudge Crescent Tandem, '87 pattern, \$140; Humber Tandem, \$100; Marlboro' Tandem, \$175; all these machines guaranteed good as new. 53 in. New Mail, shop worn, \$100. Some second-hand Cyclometers very cheap. Send for second-hand list and illustrated catalogue. Bicycles from \$30 up. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn.

ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

FOR SALE—Second-hand Columbia Expert Bicycles, \$4, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

CHOICE of 40 Victor Tricycles, in excellent condition; balls all over; strong and serviceable, cash \$40. 4 Rudge Tandems, perfect condition, \$65. Humber Tandem, most new, \$125. New 1888 Singer Straight Steerer Tandem, not ridden 10 miles, \$175. CAPITAL CYCLE CO., Washington, D. C.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886.



Price, \$1.00. Send to

HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.

THE NATIONAL BICYCLE



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20 Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.
THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our list before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave.,
BOSTON, - - - MASS.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 650 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BETTER THAN EVER.

PUNNETT'S JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

BEFORE BUYING,
SEE OUR LISTS.

HART CYCLE CO.,
No. 811 Arch St., Philadelphia, Pa.

THE STRONGEST KNOWN Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.
T. McDONOUGH, 12 Pearl Street, Boston, Mass.

SAFETY INDISPENSABLE. By Henry Sturmev. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1888. For sale by Bicycling World Co., 12 Pearl st., Boston.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.



SECOND-HAND GUNS AND REVOLVERS TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN,
Philadelphia.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE VERY CHEAP—Humber Tandem, in perfect order; correspondence solicited. J. W. JOHNSON, 3600 Market st., Philadelphia.

54-INCH Champion Roadster; ball bearings; new; taken in trade. \$75.00 S. W. KIRKLAND, Brattleboro', Vt.

40-INCH Facile, ball bearings front; good order; best offer over \$35. 45 Saunders av., W. Phila.

WANTED—52-inch Bicycle, crank, closed head ball bearings to front wheel; must be cheap for cash. H. H. BROWN, Wappingers Falls, N. Y.

SACRIFICE—Best offer over \$20 takes a Buffalo Home Trainer. Address FRANK M. DAMPMAN, Honey Brook, Pa.

FOR SALE—Two 56-inch Experts, '86 pattern; both A1 condition; \$70 and \$80 respectively. (The \$80 wheel as good as new.) 52-inch Rudge Racer, \$50. Address C. E. TICHENER, Binghamton, N. Y.

FOR SALE—One New Rapid Safety Bicycle, entirely new. E. C. RICE, Port Deposit, Md.

FOR SALE—\$150—A Marriott & Cooper Humber Tandem Tricycle, in good order. No. 11466, 103 Walnut st., Philadelphia.

52-INCH, full nickel Expert, with sundries. Less than one-half list price. I. COHN, Bradford, Pa.

QUADRANT TRICYCLE—Nearly new; must be sold at once. Cost \$185.00. Offered very cheap. WM. HOMAN, 440 Water st., New York.

FOR SALE—A genuine Beeston Humber Tandem in first-class shape; '887 pattern; ball bearings all but pedals; sacrificed for \$125; cost new \$260; reason for selling, no time to ride. Address J. E. SEARLES, Little Falls, N. Y. Will send for inspection.

FOR SALE—Coventry Rotary Tandem; used but little; in fine condition. Best offer over \$115. Address J. C. E., No. 9 Bank of Commerce Building, Providence, R. I.

FOR SALE—50-inch Oxford, \$45; 52-inch Rudge, \$60; 52-inch British Challenge, \$40; 54-inch British Challenge, \$40. A. J. KOLF, Scranton, Pa.

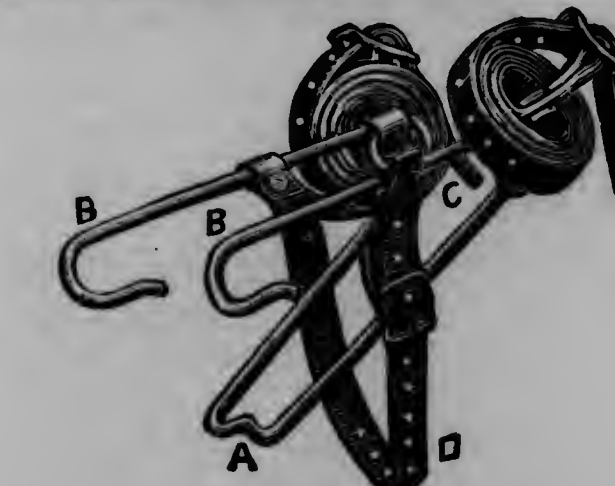
FOR SALE OR TRADE—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamp. Whitten & Co., PROVIDENCE, R. I.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade.

C. H. SMITH,

219 Woodward avenue, Detroit, Mich.

FOR \$40

YOU CAN BUY A RUDGE RACER

We have on hand a few New Rudge Racers, which we will sell for \$40.

We have also a few Second-Hand Rudge Racers, in first-class condition, that we will sell for \$25. First come first served.

Address

STODDARD, LOVERING & CO.,

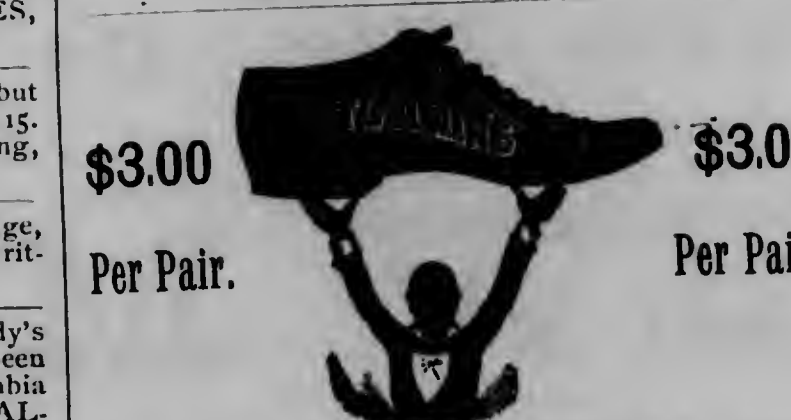
148 Congress Street, BOSTON,



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to fill the oiler. A cap of the same diameter fits over the top to protect the tip. Only throws a small quantity of oil at a stroke. Best and neatest in the market. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price. 50c. each.

CUSHMAN & DENISON,

141 and 146 Greenwich street, New York.



TOULMIN'S BUFFALO BICYCLE SHOE is the only Genuine Kangaroo Shoe ever sold for \$3.00 Per Pair.

All other \$3.00 Bicycle Shoes are Not Kangaroo, but cheap imitation. Liberal discount to club and Bi. Agents. Send for Circular and rules for self-measurements.

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,
CLUB PINS & BADGES,
DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

First Annual Race Meet

—OF THE—

BINGHAMTON

Wheel Club

AT RIVERSIDE PARK,

THURSDAY, AUG. 2d, 1888.

RACES AT 2.30 P. M.

A SPECIAL RACE

Between Miss Jessie Oaks, Champion lady rider of England, and Miss Elsie Von Blumen, champion of America, for a purse of \$150.

Greatest Race of this kind ever held in this Country.

Entertainment at the Opera House in the evening. Excursion rates on all railroads entering the city.

Entries close July 30, 1888. Address all communications to

W. F. SHERWOOD,

BINGHAMTON, - - - N. Y.

TWO TRIPS TO THE EMERALD ISLE, by that well known wheelman, A. J. Wilson ("Faed"). A charming little book, giving the author's account of a "Racing Trip to Dublin" and a "Touring Trip to Killarney." When we say that George Moore did the illustrating that will convey to the cyclist's mind that they are well done. The narratives are delightfully told, and the book should find a resting place on every cyclist's table. Price, postpaid, 45 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents in a well varied journey. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is hand-somely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, postpaid, \$1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.

TO THE FRONT AGAIN. Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.



All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps



The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!

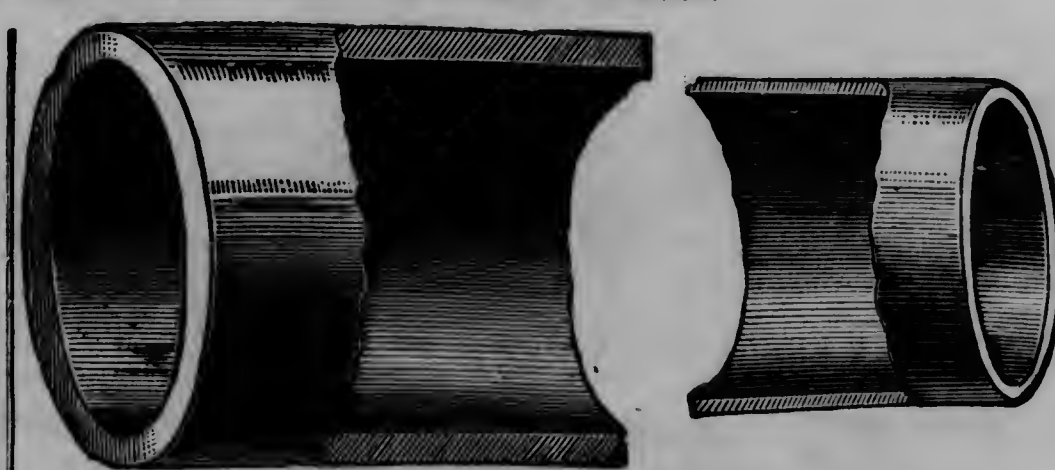
NEW MAIL.

Specialties Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside.
Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

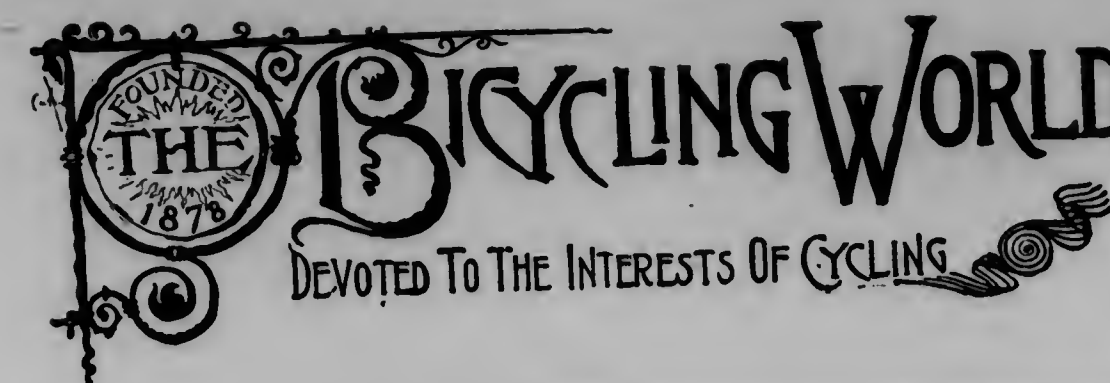
To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us YOUR patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 20 JULY, 1888.

A CHANGE must have come over the spirit of the dreams of *Bicycling News*. It accepts Rowe's records and booms the Buffalo tournament, all in one issue; and yet we have not heard of any excessive meteorological disturbances or earthquakes in England. When we saw the issue alluded to we rubbed our eyes, stuck pins into our tender flesh, and finally had recourse to a strong magnifying glass, in order to assure ourselves that we were not asleep and that our eyesight was in its normal condition.

FOR the edification of our readers we reprint an article which appeared in a recent number of the *American Athlete*:

"What the League seems to need is a President with a little less dignity to support, or one better able to command respect. At the Baltimore meet Kirkpatrick was as mad as a wet hen because he was not treated with the deference due to his exalted position. At the smoker Tuesday night, when some of the wheelmen grew a little boisterous in their fun, Kirk arose in wrath and said the police ought to be called in to preserve order, and this in spite of the fact that as soon as they were spoken to the boys at once subsided. But the last straw was placed on the Presidential shoulders at the Bay Ridge supper Wednesday night. A table had been reserved at the pavilion for the President and a few of the most prominent officers, and another table for the Pennsylvania Club. In the rush of 1,200 hungry wheelmen for seats these tables were both appropriated. The Pennsylvania Club waited quietly until the tables had been vacated and made ready for them. Our worthy President, however, was furious at the indignity, as he chose to interpret it, and was heard to assert that if he had any influence in the framing of the new By-

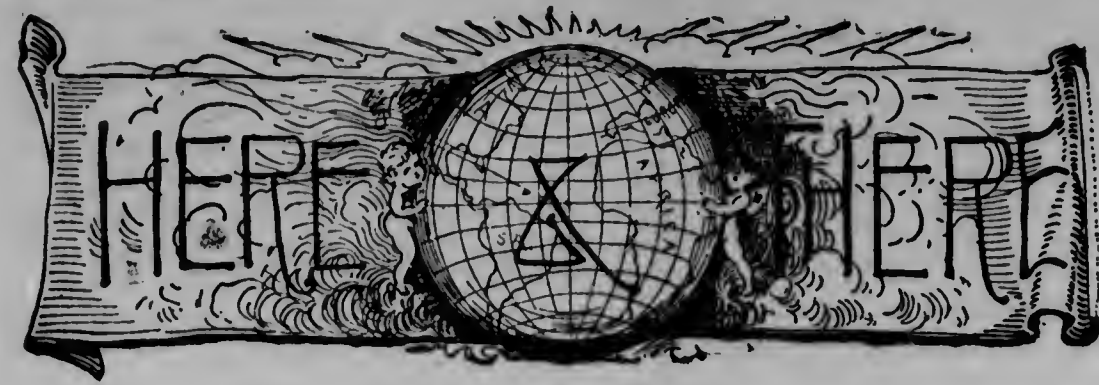
Laws there would never be another general meeting of the League. Not content with taking all legislation out of their hands, he now wishes to prohibit their coming together as a body for social purposes. Of course, it was all very naughty and all that for the rank and file of the League not to bow down and let him walk over their prostrate bodies, but would it not be more comfortable and, on the whole, more enjoyable to allow this Grand Mongul to stay at home next year and allow the wheelmen at large to enjoy themselves in freedom? To our mind a machine-made President ought to be satisfied with having obtained the office, without demanding or expecting too much deference."

Now the above is an unfair and uncalled for attack, and it places the *Athlete* on record as being in favor of hoodlumism. Instead of being taken to task for trying to bring certain ill-bred members to a sense of decency, he should be commended for his well meant and very proper efforts. This article speaks very lightly of the so called "fun" (?), and asserts that the "boys subsided after being spoken to." This last statement is not a fact, on the contrary the noise increased until it became "Hades let loose," as an eye witness (not an officer of the L. A. W.), stated. As for the incident of the table reserved for the President and appropriated by others, we leave that episode for the "rank and file" to cogitate upon.

WE print below in *extenso* an article taken from *Bicycling News* on Rowe's records. Italics are ours:

"In course of time we shall doubtless educate our American contemporaries up to the task of checking records claimed, and affording the enquirer all the necessary data to prove their genuineness. Last week we gave two quotations from the American cycling press illustrating 'How to do it,' and 'How not to do it.' The *Wheel*, after a preface of unnecessary and useless abuse, published a number of clear and explicit statements, giving evidence as to the times accomplished and the precautions taken to secure accuracy. The BICYCLING WORLD, on the other hand, made the calm announcement that Rowe had ridden a quarter mile in thirty-three seconds at Coventry—a statement utterly at variance with facts, which would have been discovered on the slightest and most superficial investigation. Under the circumstances revealed in the latter case, we may fairly ask, 'Were we wrong in asking for further evidence in support of Mr. Rowe's records, and does not this instance show that we were not so insane as some people suppose when we failed to regard the mere fact of publication in the columns of an American paper as proof positive that the alleged records had been fully investigated, and were worthy of credence?' Turning to the statements we published last week, we consider that they fully substantiate the records claimed for Mr. Rowe, as they are full and explicit in every way. When we are afforded proper evidence, such as they supply, and not merely told that 'Manager So-and-so informs our Spryville representative that the day before yesterday Mr. Slow made the mile in 2m. 20s.,' we shall be ready, as we are now, to accept the times recorded."

We are overwhelmed and completely dumbfounded. The impossible seems to have been accomplished, and Hillier accepts the records, but he backs down with a poor grace. Thanks are due Editor Prial as being the means of knocking some sense of propriety into the head of our worthy fellow editor. We say he backs down with a poor grace because of the unfairness evident in the first paragraph, and because of the absurdity of dragging in again Rowe's claim of thirty-three seconds for the quarter at Coventry as a reason for doubting the Springfield records. The position taken by *Bi. News* that we have only just come into possession of the facts necessary to establish these records is false, and utterly without foundation. At the time the records were made the names of the officials were appended and they "checked the records" in a way that was satisfactory to us and in a manner which has not been strengthened by the subsequent letters published in the *Wheel*. The back down is so unmanly, so weak and worded in so peevish a way as to take off the value of the acknowledgement. We could write a couple of pages, picking to pieces the above masterpiece of purility, if we felt that our readers could stand it. Suffice it to say that *Bi. News* backs out through a very diminutive aperture, and in view of the present attitude of *Bi. News*, we can only say "thank you for nothing."



NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

ON the 11th inst. I received a very pleasant call from Mr. I. L. Sawtelle, of Wellington, Ohio, a large town about 50 miles southeast of Cleveland, who started on June 30th for a tour through the Eastern States, in company with seven others, who were to be dropped on the road to Niagara. The run to Cleveland was made early on the 30th, and 20 miles farther before night. Girard, Penn., was reached on July 1st: Northeast, Penn., on the 2nd; and the 3rd and 4th were spent in riding to Buffalo, N. Y., and seeing the town, from whence he rode on the five to Syracuse, and took train to Herkimer. On the 9th Mr. Sawtelle rode to Albany, and being caught by the rain, stayed there over the 7th and 8th, and came to New York by the day boat on Monday, the 9th. Mr. Sawtelle left here on Friday for Philadelphia, via the route of the great century, for Philadelphia, Wilmington, Baltimore and Washington. He rides a Star and is recommended to the tender mercies of brother wheelmen.

A. J. MENGE, Riverside W., promises to blossom out as a sprinter on the track.

The Manhattans look well in their white helmets, which serve well to distinguish them at a distance.

"NEW YORK'S two handsome Captains," Metzger and McFadden, are receiving the congratulations of their friends.

The Manhattan B. C. will hold a reception tonight at their club home on West 70th Street, to-day being their anniversary.

MUSIC in the Mall, Central Park, last Sunday attracted a large number of wheelmen and one or two ladies, the latter per tandem.

THE Riverside Wheelmen now number nearly 40 members. Their club house is conveniently situated on the corner of the boulevard and 108th street.

The new club house of the New York B. C. Club is nearing completion. The roof is now on, and the beauty of the architecture is apparent, especially as regards the pillared balcony.

A GRAND hop will be given at the new Massapequa Hotel, at South Oyster Bay, on Saturday evening, July 28th, and a good many of the Brooklyn boys are getting up a party to go down.

THE Huntington B. C. Club will hold a race meeting on the trotting track near Huntington on the 27th inst. The track is a mile in circumference, and the boys are putting in a great deal of practice in anticipation, especially Sam and Charlie.

THE Independent B. C. Club is a new organization numbering twelve members, with headquarters at No. 2 East 80th Street, and is the only club east of Central Park. Their uniform is bluish gray and they intend joining L. A. W. as a club soon.

MESSRS. MONELL and Kreger, of the Long Island Wheelmen, made centuries down the island to Patchogue on Sunday last, the former riding from Brooklyn to Patchogue in five and one-half hours. The former made 106 miles, and the latter 130 miles.

MESSRS. BARKMAN, Allen, Class, Adams, Coningsby and Fuller, of the Brooklyn B. C. Club, took a little trip up as far as Trivoli, N. Y., twenty-eight miles above Poughkeepsie, on the night boat last Saturday evening. Breakfast at Poughkeepsie, down the river to Fishkill, Newburgh, West Point, and by train home was the programme.

THE Universal Cycling Club now numbers nearly fifty members. The club room is situated at No. 78 Tillary St., Brooklyn. The members are enthusiastic wheelmen and always turn out in large numbers. They had fourteen out on the Fourth of July run to Babylon, and are now preparing to give a moonlight excursion to their lady friends.

LIEUTENANT MEETER and Mr. Borland rode from the Plaza to

Patchogue on Sunday, July 8th, in five hours and forty-five minutes, going down without a stop except at Babylon. Ninety-two miles were made before dinner at the Massapequa, from whence they returned with the rest of the Brooklyns who had taken dinner at that hotel. The round trip amounted to 124 miles.

AT the Flushing Athletic Club, to-morrow, the Mercury Wheel Club will receive its many friends. Two races will be given: a 9 lap (1 4-5 mile) team, relay race, and a one-mile novice. The former is an invitation race, and the latter costs 50 cents for an entry. Handsome prizes will be given. Refreshments after the races, music in the evening and a moonlight swim later. As the home nine will be away on that day, we will get up two scrub nines, with Billy De G. for umpire, probably. Arrangements have been made to keep those who come to stay all night at the College Beach Hotel, College Point. Various runs are projected for Sunday, the 22nd, and choice can be made between Huntington, Babylon, Far Rock-away, etc.

MINNEAPOLIS NOTES.

"VERNON."

THE Minneapolis Bicycle Club on the 12th took a fourteen-mile spin on their regular Thursday night run. They went to Diamond and Pearl Lakes, Richfield, and from Richfield they rode over

to the Pavilion at Lake Harriet, which has just been built, and listened to some fine music by an excellent band. Lake Harriet is getting to be a great pleasure resort. From three to five thousand may be seen there almost any night. Trains are run every twenty minutes from town. While out at the lake we met Mr. Slater and Mr. Steen, of Chicago. Mr. Steen is a member of the Illinois Cycling Club. They are here to attend the photographers' convention. We regretted that they did not bring their wheels with them, as we could have shown them some very fine roads.

E. A. SAVAGE was out on the club last Thursday night, for the first time in many "moons." The query among his friends is "how did she happen to let him off?"

WHILE C. R. Aldrich and Geo. Bartlett were riding the Rudge tandem up Nicollet avenue the other evening they ran into the curbing and were both thrown off the machine. Bartlett's hand was cut quite badly.

I WISH that Minneapolis wheelmen would brace up and invite the League to hold their next meeting in this beautiful city. We have so many lakes and fine roads around us that I am sure nobody would be disappointed, unless they were habitual grumblers.

LEAGUE members already have begun to talk about who is to be our next Chief Consul. It is understood that Chief Consul Heath will decline to run again. We will be sorry to lose him, as he has always looked out for the welfare of the Minnesota wheelmen.

ALL our flyers are in hard training for the races to be held here 25 July. Harry Lacer, the "heavy weight" of the club (95 pounds), looks to be in good shape, and our racing men had better look out for him. "Suspender" Leachman is also in hard training for a match with our worthy President Parly. It is stated that Leachman chewed up a box of Tutti Frutti last week while training. E. J. Hale and Chas. Barwich keep on riding and do not say a word. I would repeat the warning, look out for a dark horse in the races. I believe he rides a 54-inch New Rapid, and goes out to Lake Harriet every night to train.

NEW ENGLAND.

"THE FORTIST."

THE Cambridgeport Bicycling Club started last Saturday on the schooner Fleur-de-Lis thirty strong, for a trip of fifteen days to remote Eastern places of interest. They will first reach Mohegan, Me., and from thence will proceed to Grand Menan and

Digby, N. S., and thence to St. John, N. B., stopping a few hours at Annapolis and one day at St. John. Mt. Desert will next be visited, where points of interest will be inspected. Leaving Mt. Desert the party will proceed to Deer Isle, and through Fox Island Thoroughfare to Vinal Haven, where the extensive stone quarries and works of the late Governor Bodwell will be visited. The journey will then be continued to Town's End, where the night will be passed. Leaving here the excursionists go to Biddeford Pool, from which point they will start for home, reaching here on the thirtieth.

PACK your gripsack and get ready to start for Martha's Vineyard August 2d, 3d and 4th.

THE Springfield Bicycle Club have organized its orchestra. There are now eight members.

DUCKER stopped over in Springfield to see if he could talk the club into holding a tournament there this fall.

THE Boston Bicycle Club will repeat its outing to Great Head. The members will be the guests of the Great Head Yacht Club.

THE weather in the Eastern and Middle States has been superb for wheeling during the past month, and it has been taken advantage of to the fullest extent.

SPRINGFIELD riders are rather prone to doubt the time made by Barnett of South Hadley in the race from Holyoke to Springfield. The distance is fully 8 miles over rather heavy roads; the time claimed is 22 minutes.

IT is now very doubtful whether Lynn will have a cycle tournament this year. Arrangements for a race meeting July 28 were nearly completed, when it was discovered that the grounds were engaged for a base ball game.

WHEN the cinder path covering sandy portions of the road between Northampton and Holyoke (Mass.) is finished the bicyclists desire to celebrate by having a picnic at Mt. Tom. About the last of this month they think the event will happen.

MR. J. H. HULSE of Northampton, Mass., called on us last Tuesday. He reports progress on the Northampton path. "We are working on it," he said, "and we are going to complete it although we have encountered unexpected difficulties."

WE hear that the name of Mr. E. B. Coleman of Cambridge is to be proposed as candidate for Representative from the Second Massachusetts District. From what we hear of Mr. Coleman we judge him to be a good man, and we sincerely trust the returns will show his election "by a large majority."

LAST Saturday it was an inspiring sight to witness Mr. J. B. McCune, President of the Springfield Roadster Co., essay the ascent of Corey Hill one time. Through the machinations of Dr. Emery and Drummond (both of whom it is suspected had large amounts on the hill and against the rider), Mr. McCune failed to get there.

AS Mr. William Small of Dexter, Me., was riding home from Garland, Me., he was attacked by a large dog. The brute caught Mr. Small by the heel dragging him to the ground and lacerating the lower part of his leg terribly. The name of the owner of the dog is T. J. Fogg. We have not heard if Mr. Small has commenced action, but we sincerely hope he will.

THE members of the Rhode Island Wheelmen, Providence, have not been idle this season, as shown by the mileage of seventeen members (all who have a complete cyclometer record), 15,727 3-8 miles. Treasurer H. L. Perkins heads the list with 1590 miles to his credit since April 1st. W. W. Hudson's 1196 1-2 miles for June is ahead of the 1050 of Mr. Nisbett, of the New Yorks. Until someone goes these figures better, they claim the June record for him.

THERE were but a few spectators who saw a bicycle following a vegetable wagon on the river road, West Springfield, last Saturday. The horse has a bad habit of stopping suddenly when it changes from a trot to a walk, and when it made the change a much disgusted wheelman gathered himself up out of that wagon and from among the cabbages therein. Luckily no very serious damage was done, but that man will not ride hereafter very close to a team in front.

L. A. W. 18928 writes us: "I notice an item in your last issue giving the one mile record for the State of Maine as 3.20."

I am not aware that this time has ever been made and do not think it has. I claim the one-mile amateur championship of my State, having ridden in every race that I have ever heard of and winning them all. My best time was at Hartland, Maine, July 4th, 1887 which is on record as one mile in 3.26 3-4.

If any one has written you that they can ride a mile in 3.20 I should like to know their name, and they may consider themselves challenged at once. Unless the 3.20 item can be verified, please let this correction appear in your next issue."

NEWS

AND COMMENT.

FROM a good many sources we have received words of encouragement for our efforts in attempting to suppress hoodlumism. In one or two instances we know of clubs which have taken a decided stand and are making it very properly unpleasant for the members who have made themselves conspicuous by their ungentlemanly behavior. Our action in this matter is not a mere spasm, but it is the inauguration of a steady campaign against hoodlumism in the ranks of the L. A. W. and among cyclists generally.

THE lady's bicycle has appeared on the streets of Rochester, N. Y.

ALL the makers and importers will be represented at the Buffalo exhibition.

COLORS caps will be used to identify riders at the Buffalo tournament instead of numbers.

MR. DUCKER has been in town for the past three days, booming his tournament and making arrangements for special rates from this section to Buffalo and return.

MR. JNO. A. WELLS aspires to the distinction of being a fast road riding tricyclist. He is the possessor of a racing Quadrant, which he believes will stand the wear and tear of road racing.

THE following named Nashville, Tenn., riders, Messrs. Jo. Northern, James Lillie, Ed. D. Fisher, and C. R. Vanderford, rode 108 miles straight away in twelve hours, actual riding time. This is the first straight-away 100-mile ride ever made in Tennessee.

WHEELMEN can get the best accommodations for one dollar and fifty cents a day at the Prospect House, Lugoon Heights, Martha's Vineyard, for the coming Massachusetts Division meet, by applying at once to J. W. Thompson, Proprietor, by letter or telegram.

WE sincerely wish Mr. Prial success as official handicapper of the League. It is a thankless office, and a very difficult one to fill. We think there is no one in the country better fitted for the position than Mr. Prial, and we hope his earnest efforts will produce the most satisfactory results.

THEY are going to try a new kind of pavement at Burlington, Iowa. The pavement consists of a course of macadam upon which will be laid four inches of sand and then a course of common brick laid flat. Upon this will be placed the top course of hard brick properly bedded and set on edge.

FRED FOSTER won some medals in Canada, July 2d. These medals were sent to him in the United States by express, but the duties charged exceeded the value of the medals, and so Frederick refused to receive the medals. In these days of free trade and protection controversy, this item may be of peculiar interest.

THE most economical trip on record is that made by R. L. Raynor, who claims he rode from Chicago to New York at a total cost of \$5. He says he cooked his own meals. This is one of the phenomenal achievements one hears of once in a while, but which one can believe or not as his bump of credulity will permit.

WE received a postal from Mr. T. J. Putnam, of Washington, giving the sentence of the court in the case of Chase, who ran down Prof. Paul, as thirty days in jail and \$200 fine. We reported last week that the jury found him guilty of manslaughter. The sentence as reported—"thirty days in jail and \$200 fine"—seems very trivial for an offence like that.

THE Buffalo track will be ready for training purposes the last of this week. The finishing touches will be put on and the track constantly rolled and sprinkled from this time on to the day of the opening. Four horses have been purchased by the management to be used for no other purpose than that of sprinkling and rolling the surface. Money and pains will not be spared to make it the finest track ever ridden over.

THE track at Scheveningen, Holland, is constructed on a novel principle. Bricks laid edgewise on a loose foundation of ordinary earth made level, then broken bricks and other loose material is laid on top, after which an even top surface of fine burnt cinders and brick dust is placed on. The corners are raised fully three feet, and as they are much wider than the ordinary corners of quarter-mile tracks, it is expected this new Holland track will be a record one. The Amsterdam track is built of a peculiar white cement, and is very smooth and fast.

THE reason given by an exchange that the Rover type of bicycles will be excluded from races with ordinaries at the Buffalo tournament because the management desire to "ensure the safety of riders on ordinary wheels"—is ridiculous. The true reason is because they are a different "class" of machine. Might as well race sloops and schooners or canoes and shells in the same class. It is not a question of safety, it is a question of class, although in England the two types have been allowed to start in the same race, we do not think it a good precedent or one to be followed.

THE sight of a pretty girl must have a very serious effect on the youth spoken of by the New Haven Union, if the following item be true: "We have been told a story on a certain bicycle rider in New Haven that is said to be true. His temper is easily ruffled, and nothing makes him so angry as to take a header. A while ago, while in the act of taking off his hat to a couple of ladies he took a header, and upon picking himself up he began kicking the bicycle

In a furious manner, much to the amusement of the young ladies as well as many other lookers on. The result was that he bent half the spokes in the big wheel out of shape and it cost him in the neighborhood of two dollars for repairs. Last Sunday he took a run with the boys, and while watching a country maiden who was driving some cows he ran into a ditch. Again he picked up his machine and started to kick it, but remembering his last experience, he dropped the machine and picking up a club began to hammer the fence. After knocking two boards off, and swearing enough to tear down a whole house, the farmer came out and made him pay fifty cents for damages done the fence."

TWO YEARS' EXPERIENCE IN THE AUSTRALIAN COLONIES.

I CANNOT let this mail go from Sydney without penning a few lines to your world wide cycling paper. I have now been here two weeks over two years, and taking everything in consideration it is a grand country, following in the footsteps of the great U. S. A. For sport in the shape of horse racing it is unparalleled, but other branches come in for a large amount of patronage, among which comes my favorite one, "cycling," but this, dear editor, is far from what it ought to be, owing to the strict amateur rules now in vogue. I speak first of the New South Wales Cycling Union which it appears is doing far more to injure the sport than any other of the Australian Unions (note the letter enclosed from the Hon. Secretary.)

My experience in Melbourne, Victoria, gave me a much better impression that the wheel was liable to gain more popularity than any other colony in Australia. The cyclists of Victoria enter into the sport with good hearts determined that no fault will be thrown on their shoulders from lack of energy (the circular of the race meeting I enclose will verify my remarks.)

The principal wheels used here in racing are Humbers, Rapids, Clubs, Ridges and various others, whilst in road riding, nearly all the English makes are imported. Only one genuine maker is in Australia, and that is Mr. H. Bassett of Melbourne, and a better mechanic I have never met for this particular line; he has made a bicycle for me that has given me just cause to give him credit for his skill. A better bicycle for the burlesque business I have never ridden before—have only seen two Columbias, one Star and two of American Light Champions. The Safeties are rapidly becoming popular; roads in Australia are only good near the towns and cities: in the country districts they are similar to American roads.

There has been a great roller skating craze for the past eighteen months and it is still continuing. A Baltimorean has amassed the sum of \$100,000 out of it, and sails to-morrow to see how China and Japan like the idea of skating.

I ran a six-day bicycle contest last year in Melbourne; it proved a success both financially and otherwise. I purpose holding another one as soon as a suitable place can be had; one great drawback to it is that there is not a hall or a building in the whole of Australia that will measure less than ten laps to the mile.

It is midwinter here now, but the weather is just like the spring in Boston, so the wheel can be kept running all the year round.

The well known athlete, L. E. Myers of New York, was given a benefit in Sydney here last Saturday; he has not met with the best of success, although the Australians admire his pluck and straight running. He has made many friends, and will have a good send off as he is leaving these shores on the Zealandia to-day for San Francisco.

If it is possible it is my intention of getting the best four all-round cyclists in Australia and pitting them against the English cracks. This will of course take a little time, to find out the best ones, and it will be 1889 before it is accomplished.

The Great Centennial Exhibition to be held in Melbourne some time in October bids fair to eclipse the Paris exhibition. Every available space has been allotted, and if they had 1,500,000 more feet it could be used.

I received a letter from "Senator" Morgan, who, it appears, has livened cycling up in England. I think it would not be worth his time and expense of bringing out a team here for some to come yet. After my trip to New Zealand, which I anticipate taking in a short time, I will be pleased to give you an idea of cycling there. Shall return here to Sydney, as I have taken a large hall for seven months, made extensive alterations, putting down a patent American asphaltum floor, etc., for a roller skating rink. Although we have great opposition our floor is much appreciated and business is good. In conclusion I may add that since being in Australia I have chosen a companion in life, and have just been presented by Mrs. R. with a little stranger (a daughter). Both are doing well. With kindest regards and best wishes to all my old acquaintances, I remain,

Yours, etc., F. S. ROLLINSON.

Sydney, N. S. W., June 13, 1888.

MR. WELLS TO MR. HARRIS.

Editor Bicycling World:—I was somewhat surprised at Mr. Harris' challenge to me in your paper of the 6th inst., as I do not know what I have done to call it forth.

While I do not doubt that Mr. Harris has plenty of "metal" (brass?) in his composition, I would like to bet him an oyster supper that I have more genuine Yankee blood in my veins than he has in his. My direct ancestors on one side of the house came over in the Mayflower, and on the other side descended from old Connecticut stock.

I was not aware that I had ever been defeated by a Springfield Roadster. If Mr. Harris refers to Shurman's record on Eagle Rock, I do not consider that a defeat until he beats my time on that hill, or until I fail in an attempt to climb that hill more than twelve times. I was under the impression that I had beaten Mr. Harris once in a road scorch, but as I was then on a "specially constructed Star" I am willing to try it again on another mount.

Mr. Harris specifies that I shall not use a "specially constructed Star," and as he has asserted that the only Star I own is a specially constructed one this will force me to use another machine. I cannot afford to buy a new machine for this race. I have always paid full price for all my Star bicycles, and do not have a whole factory to select from free of cost as Mr. Harris does. Under the circumstances, I will therefore ride a *tricycle* against "the combination P. M. H. and the S. R.," which will make the contest more nearly equal.

As the challenged party I will select Lancaster pike as the battle ground, and would prefer a ten-mile road race, although I am willing to consult Mr. Harris' wishes in the matter in regard to distance. I would suggest that the loser present the winner with a \$50 gold medal.

I am very much obliged to you, Mr. Editor, for your kind foot note to Mr. Harris' challenge. Yours very truly,
Philadelphia, July 16, 1888. JOHN A. WELLS.

WHY THAT SPEECH WAS NOT MADE TO PRESIDENT CLEVELAND.

Editor Bicycling World: In the BICYCLING WORLD of June 29 you said that the idea of making a formal address to President Cleveland on the occasion of the visit of the League to Washington was a "good one" and you were "sorry it was allowed to slip by," believing that "the moral effect might be good." As the one who suggested the idea it is refreshing to observe such views coming from an authority as high as the WORLD. That the idea was "allowed to slip by" was the fault of the leading officers of the L. A. W., especially President Kirkpatrick, but whether they had not been driven to neglect the opportunity by the rank and file of the membership is another question. When President Kirkpatrick met the boat excursionists at Annapolis, the "idea" was presented to him, and he was urged to make the address. "Oh, no, no, I won't do any such thing," he replied. "They have arranged to meet the President at 4 o'clock and that is all there is to it. There's going to be no speech making." He was then shown the benefit that would accrue to the wheel if a few remarks in presentation had been made, sufficient to call out from the President a tribute to the organization on the spot. Mr. Kirkpatrick was made to see that the President might not be loath to say a pleasant word to representatives of nearly 10,000 voters. Kirkpatrick, when he saw these things then declared that the President wouldn't receive any such address. It was pointed out by some Washington wheelmen that the President would be happy to receive such an address, and moreover was there any harm in sending word to the White House and finding out if the address would be acceptable? But no, Kirkpatrick would have none of it. Vice President Hayes said it was a good idea. Abbot Bassett, although not in favor of it, asked Kirkpatrick to do it but the latter was not inclined to yield even to the Secretary-Editor. There was some hope even the next morning when the men left Baltimore for the Capital, but soon it was found that Kirkpatrick had not come with the party and that there was no chance of having him make the address.

It is only just, however, to say that Kirkpatrick and all the other officers were so disgusted with the prevailing hoodlumism that they were not eager again to stand before the public as officials of an organization that would tolerate such ruffianism. It is not generally known that the reason why Kirkpatrick did not go to Washington was that Treasurer Brewster had been grossly insulted the night before on their return to the hotel at 2 A. M. from the boat excursion. The plan Kirkpatrick had of going with the party to Washington was then abandoned with sense of the respect due himself.

L. A. W. No. 770.

Who was at the last League Meet but admitted that

The American Rambler

was the King of the Rear Drivers?



Certainly the crowds constantly surrounding it demonstrated that it was the centre of attraction.

Its salient points are obvious. By placing the reacting spring, whose effect is self-evident, between the rider's body and the rear wheel, the necessity for the spring at the front, with its manifest erratic steering is dispensed with, so that in the RAMBLER we offer a rear driver that one

Can Ride and Coast Hands Off.

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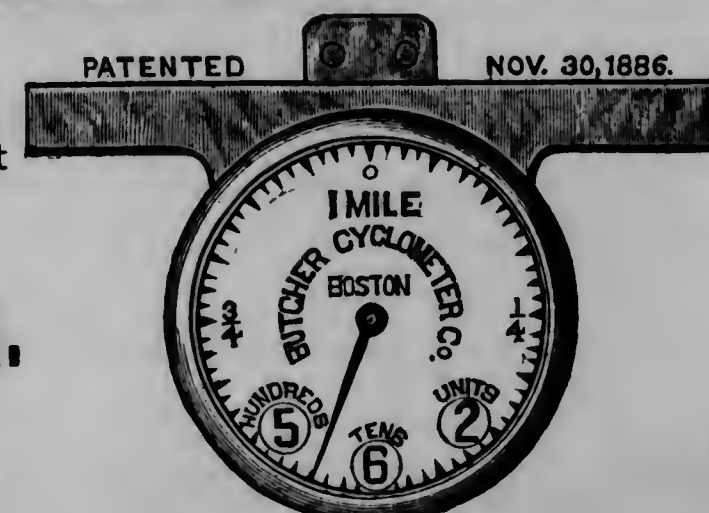
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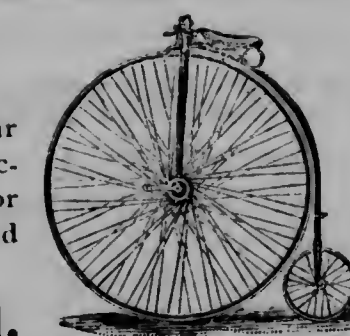
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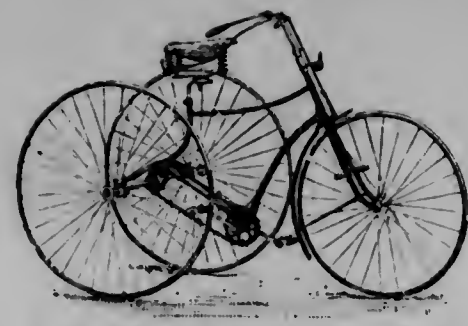
CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cyclodrom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl St., Boston.



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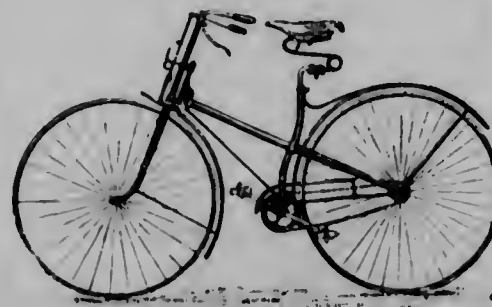
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THE NATIONAL A HIGH GRADE BICYCLE

TOUR OF THE INDIANA DIVISION, L. A. W.

The tour of the Indiana Division terminated at Louisville, Ky., July 15. We take from the *Courier Journal* of that city, of July 15, the following account:

"It is not known to whom the most credit is due for the successful carrying out of this tour, but the persistent efforts of Chief Consul J. Fred Probst, of Terre Haute, and Captain George P. Davis, of Rushville, contributed materially to that result.

The party, consisting of about twenty-five riders, left Indianapolis at 9 A. M. Sunday, July 8, and proceeded to Morristown, Ind., where they dined. The Louisville boys, who arrived at Indianapolis after the others had gone, were conducted by Messrs. Zimmerman and Taylor, and came up with the party at 3 o'clock.

A heavy shower made riding very difficult in the afternoon, but a part of the men pushed on to Rushville, where they were well taken care of by Captain Davis at the Windsor Hotel.

The rain continuing to fall so heavily as to preclude the idea of riding on Monday, the party took the noon train for Cincinnati, where they arrived at 3.30 P. M., and were lodged at the Palace Hotel. Messrs. Trumbower, Galway, Miller and High, of Cincinnati, called at the hotel during the evening and took the entire party to the Highland House, where they enjoyed the opera and such other luxuries as the place afforded.

Tuesday and Wednesday were spent in sight seeing, visiting the Exposition and other places of interest in Cincinnati, including a wheel trip of twenty-five miles through Eden Park and other suburban resorts, in which thirty-four wheelmen participated.

The party left by boat for Maysville Wednesday night, intending to ride to Lexington on Thursday, but, being delayed, only got as far as Blue Lick Springs, where they were most comfortably lodged and bountifully fed at the Hotel Arlington.

Leaving Blue Lick at 5 A. M., the fourteen miles to Millersburg were covered in one hour and five minutes without a dismount, and Lexington was reached at 11 o'clock. The party took dinner there, and, after an inspection of the city, left for Nicholasville. The route beyond that place included Danville, Lebanon and Bardstown, the latter being their stopping place last night. They leave Bardstown at 7 o'clock this morning, and take dinner at Mount Washington, and leaving the latter place at 2 P. M., will reach this city about 6 o'clock and take up their quarters at the Alexander Hotel. The party disbands here, but most of the members will remain a day or two in the city making the acquaintance of Louisville wheelmen.

The tour has been a most successful affair, and all the participants will remember it as one of the pleasantest outings in their experience."

CROCKER BEATEN.

At Leicester, England, July 14, Crocker rode a twenty-five-mile match race against Fred Wood. Crocker was beaten by about two feet.

KNAPP AT THE ENGLISH RECORDS.

(From Boston Herald.)

LONDON, July 17, 1888. At Leicester, to-day, Knapp beat the professional bicycle record for 30 miles by 1m. 5s., the professional 50-mile record by 8m., and the professional 100-mile record by 41m. 15 4-2s. His time for the 100 miles, however, was 5m. 15 3-5s. slower than the best amateur record.

BICYCLISTS AGAINST A HORSEMAN.

(Cable to Boston Herald.)

AMSTERDAM, July 14.—The race between cyclists and a horseback rider came off to-day. Temple, Woodside and Allard, the cyclists, won against Bellow on horseback. They covered twenty-five miles in 1h. 15m. and 50 2-5s.; Bellow only twenty-two miles in the same time. The horse fell during the race and slightly injured his rider.

HALSTED AT CAPE MAY.

E. I. HALSTED, of the Pennsylvania Bicycle Club, took four firsts in the Cape May races on Friday, having beat Howell, Lamb and Young. The Philadelphia's time was as follows: Half-mile, 1.41 from Howell; one mile, 3.29, by twenty yards, from Howell, and 8.15 3-4 in the two-mile race. Howell finished second, but was disqualified and second prize was taken by Lamb, who also finished second in the three-mile lap race, which Halsted won, in 12.10.

LANCASTER PIKE RECORDS GO.

LOUIS HILL and John Fuller, on an Ivel tandem bicycle geared to 54 inches, and Jno. A. Wells, on a racing Quadrant tricycle geared to 53 inches, had a race July 14th, and they got well within the records of the ten-mile course on the Lancaster pike, Philadelphia, starting from Wayne Hill to the new toll gate.

At 4.30 last Saturday the three men started off at a sprinting pace. For the first quarter Wells held the tandemons, but gradually the double driver drew away. Bryn Mawr was reached with Fuller and Hill well in the lead. Here Minger took up the pace making for the riders, and went with them to Haverford, at which place McClosky took them on to the top of the "Third Sister" hill. Then J. Liesen made pace as far as Overbrook. From thence home the riders had no pace maker, but they came flying along and crossed the line in the 30.44 2-5, some three minutes better than the best previous. F. Kohler, in 1886, on an ordinary, made the record 34.10, and of course this still holds good for the single machine. In the ten-mile run the tandemons had gained about three and one half miles on Wells and his tricycle. This of course was to be expected, but Wells was riding a splendid race and at a record pace. Although considerably bothered by teams he managed to beat the American record of 36.59 2-5, held by Kluge, by 26 seconds. The record of the identical Quadrant ridden by Mr. Well is a remarkable one. Winning one of the prizes in the contest at Weatheroak Hill in England, it was brought to this country and used by Kingsland, of Baltimore, breaking a record there and winning two firsts in the League races in June.

Messrs. Wells and Middleton have challenged Fuller and Hill to another race, when the former will ride a tandem tricycle. They will have hard work to win, as the tandem bicycle is a perfect demon on the road. Last Sunday Hill and Fuller made the five and one-half miles from Bryn Mawr to the first toll gate in 15.15, beating Kohler's old record of 17.10, and on Tuesday next they intend to try for the world's amateur records for five miles.

ARIEL.

[* See foot note at bottom of article following this.—Ed.]

MORE RECORDS AT PHILADELPHIA.

(Special to the Bicycling World.)

As announced in my letter describing the ten-mile road race between Wells, on a tricycle, and Fuller and Hill, on a tandem bicycle, the attempt of the above named to break the five-mile road record on the Lancaster pike met with success. Hill and Fuller, on an Ivel tandem bicycle covered the distance in 15.22, record for the distance and course. Wells, on his racing Quadrant, went the distance in 18.01. This latter beats Kluge's time by 9 seconds.

ARIEL.

[Our correspondent's claim for ten mile and five mile record for the tandemons will stand as record simply for the tandem bicycle. We cannot allow it in comparison with the ordinary or single driver. The claim of Mr. Wells seems to be good for amateurs if the distance claimed over a straight-away five-mile course is correct.—Ed.]

CLUB RACES AT DETROIT.

THE most enthusiastic members of the Detroit Bicycle Club could not have asked for a more suitable day for their club races than Saturday, July 14. The track was in very fair condition and a very slight wind blowing. The events were as follows:

- First—Slow race, 15 yards, won by A. F. Peck.
- Second—Team race, one mile, won by A. F. Peck (5 points), and Geo. Thorne (1 point).
- Third—Hurdle race, quarter mile, won by W. K. Bush.
- Fourth—Coasting contest, won by C. H. Smith; C. Lightner, second.
- Fifth—Club handicap, one mile, F. Welden, 70 yards, first, 3.23 1-4; G. Jones, 100 yards, second.
- Sixth—Without hands, quarter mile, won by R. Traub.
- Seventh—Four-minute race, won by C. A. Lightner, 4.51.

The next club race will take place on Saturday, Aug. 11.

THE RUN OFF WON BY KINGS COUNTY.

THE tie of the "Alphabetical" road race between Kings County and Hudson County Wheelmen, on Decoration Day, was run off over the Milburn course last Saturday and resulted in a victory for Kings County. The team presented by Kings County consisted of H. J. Hall, Jr., T. L. Wilson, L. W. Beazeley and T. J. Hall. The Hudson presented C. E. Kluge, A. Gubelman, W. Eldridge and C. A. Stenken. The teams are identical with the teams presented Decoration Day, except that Eldridge, of the Hudsons, took the

place of E. B. Baggot. The men were sent away and the pace at once became hot. The road for about a quarter of a mile was new, and had to be walked, so the time made—1h. 36m.—was very creditable. At twenty miles Stenken, the hope and pride of the Hudson County, gave out, and the hopes of his team winning was at once placed at a very low chance. The result was, H. J. Hall (K. Co.), finished first; C. E. Kluge (H. Co.), second; T. L. Wilson (K. Co.), third; T. J. Hall (K. Co.), fourth; A. Gubleman (H. Co.), fifth; L. W. Beasley (K. Co.), sixth; W. Eldridge (H. Co.), seventh; C. A. Stenken (H. Co.), did not finish. Stenken's failure was a great disappointment to his friends, but he was out of condition badly. Time, 1h. 36m. The Kings County Wheelmen feel they have a strong hold on the trophy, as it will repose in its care another twelve months, and then—? * * *

EASTERN ROAD CLUB.

A MEETING of the Eastern Road Club was held on Monday, July 15. All the clubs belonging to the Association were represented except the Cambridge and Suffolk. Officers were elected as follows: President, W. A. Seward; Vice President, E. R. Pillsbury; Secretary-Treasurer, Willard H. Forbes; Executive Committee, Messrs. Kendall, Perkins, Aubin, Marshall, Collins and Williams, with President, Vice President and Secretary, *ex officio*.

Much interest was manifested by all present, and the Executive Committee were given full power to make arrangements for runs to be held in September and October, and to act on the application of clubs for membership.

The clubs were represented as follows: Massachusetts, Messrs. Peck, Williams and Pillsbury; Boston, Kendall and Myers; Newton, Aubin and Wilson; Chelsea, Woodman and Seward; Dorchester, Forbes and Benson; Cambridgeport, Marshall and Sanborn; Somerville, Ganger and Kimball. Respectfully,
WILLARD H. FORBES, Secretary E. R. Club.

ROAD RACE OF THE MANCHESTER BICYCLE CLUB.

THE annual handicap bicycle road race of the Manchester (N. H.) Bicycle Club took place at East Manchester, June 11, over the same course as used last year. The distance is 6 11-16 miles; the best time for the distance was 34 minutes, made by Jno. E. Newton last year, and it was supposed that this record would stand, as a strong head wind prevailed on the home stretch on the 11th. There were six entries, as per table below, which shows the handicaps and the times of the different men. A. E. Eastman, with his three minutes handicap, managed to finish first. Jno. E. Newton beat his own record of last year by 14 seconds, and was awarded a special prize of a pair of bicycle shoes. The table is as follows:

	Start.	Finish.	Time.
A. E. Eastman	- - - - 4.12	4.46.18	34m. 18s.
D. E. Price	- - - - 4.13	4.48.18	35m. 18s.
C. H. Fish	- - - - 4.14	4.48.32	34m. 32s.
J. E. Newton	- - - - 4.15	4.48.46	33m. 46s.
J. T. Chadwick	- - - - 4.08	4.51.42	43m. 42s.
F. S. Harvey	- - - - 4.10	4.57.08	47m. 08s.

Mr. Eastman won the club gold medal, Mr. Price the silver medal, and Mr. Fish a Derby hat. The latter had put in no practice until a week preceding the race.

OUR ANNUAL ROAD RACE.

FOR AMATEURS ONLY.

As announced in the last issue of the WORLD, we have decided to run our annual 100-mile road race September 7th, from Erie, Pa., to Buffalo, N. Y. The route selected is No. 56 in the New York road book, and it passes over one of the finest straightaway courses, 91 miles in length, in the country. For the information of those who have not a road book, we will state that the start will be made at Erie, Pa., and will pass through Harbor Creek, North East, State Line, Ripley, Westfield, Portland, Brockton, Fredonia, Silver Creek, Irving, Evans' Centre, Eighteen-Mile-Creek, Bay View, West Seneca, and Buffalo.

The distance is 91 miles, but a careful survey and measurement of the road will be made and the route necessary to make the even century will be given later.

Mr. Ducker has written to the authorities of towns and villages, through which the route lays, asking for permission to allow the racers to pass over the road. In the many replies received, we have been not only accorded the privileges asked, but the greatest interest is shown, and generous help has been offered.

In view of the late action of the Racing Board, in which the Chairman has announced that the competing of amateurs and pro-

fessionals on the road, will disqualify the amateur, we have decided that this race shall be OPEN TO AMATEURS ONLY, this decision has been strengthened by the fact that nearly all of the professionals will be in training for track work, and will not care to train for road racing. Entries to be made to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y. Entrance fee, \$1. Entries close September 5th.

SHURMAN WAS THERE, BUT "WHERE WAS WELLS?"

It was a great disappointment to the 400 or 500 wheelmen at the foot of Corey Hill last Saturday, to find that Jno. A. Wells had not put in an appearance as he agreed to, in order to test his hill climbing capacity in comparison to that of Mr. Shurman. Up to the moment of leaving Lynn Mr. Shurman had not received any intimation that Mr. Wells would not appear on Corey Hill as understood and mutually agreed. It seems that when Mr. Shurman returned to Lynn he found the letter from Mr. Wells, stating that on account of accumulation of work he could not come on. Mr. Shurman justly complained that Mr. Wells should have given him earlier notice, or at any rate used the wires in time to prevent his (Shurman) going out to the hill. It was a disappointment all around, and the criticisms on Wells' actions were many and severe. However, Shurman determined to do his part, and so after some delay, in the hopes Wells would show up, Shurman started ahead.

Shurman already held the record by climbing it four and a half times, and then it will be remembered the handle-bar of his machine broke.

On Saturday he went up and down ten times and was turning to start up the eleventh time, a small stone threw him over. The bottom of the hill was undergoing repairs, and the consequence was the space available for turning the machine was very small, and the bicycle had to be cramped in order to get around at all. All agree but for this untoward accident, 12 times would have been accomplished. The surface was in horrible condition, loose, sandy and rough with small stones. Taking the conditions into consideration, the feat is one to be proud of, and proves J. H. Shurman to be a hill climber, and the Springfield Roadster to be a wonderful machine.

The time for the different ascents is as follows:

First,	- - - 6	38	Sixth,	- - - 7	48
Second,	- - - 6	18	Seventh,	- - - 8	9
Third,	- - - 7	10 2-5	Eighth,	- - - 8	12
Fourth,	- - - 7	15	Ninth,	- - - 8	15
Fifth,	- - - 7	10	Tenth,	- - - 8	21

The whole time consumed 1 hour 15 minutes 16 2-5 seconds. The round trip as made by Shurman was probably very near a mile, making his record for Corey hill climbing a little better than eight minutes to the mile. The officials were Dr. W. G. Kendall, Capt. Boston Club, Dr. Emery, of the Roxbury Club, and J. C. Kerrison, of the Boston Herald.

HARTFORD WHEEL CLUB TOURNAMENT.

SEPTEMBER 12 AND 13, 1888.

THE Hartford Tournament this year will be one of the Hartford old-timers, thoroughly international in its aspect, and with everything up to the former Hartford standard. After finishing at Buffalo, the flyers from both sides of the Atlantic will leave at once for Hartford, where elaborate arrangements will be perfected for their reception and entertainment. With good weather, this, the second of the season's international meets, and the first of the Eastern circuit, will assuredly be one of the most brilliant two days' meets ever held in this country. Some of the principal events announced are the one-mile professional championship of America, the one-mile open amateur bicycle, tricycle and safety races, and two State championships. All the races will be short, no tiresome long-distance events appearing on the programme. The list of purses and prizes foots up to \$2500, and will soon be announced in detail. The Tournament Committee is composed of the following members of the Hartford Wheel Club: J. J. Grace, Chairman; H. H. Smith, Secretary, Drawer C, Hartford, Conn. (to whom all communications should be addressed); and Messrs. Joseph Goodman, L. A. Tracy, Harry Goodman and J. D. Candee.

The programme of races is as follows:

FIRST DAY, SEPTEMBER 12.

- One mile novice.
- One mile professional championship of America.
- One mile amateur, open.
- Two mile amateur, 6.15 class.
- One mile amateur rear-driving safety (no wheel under 35 lbs.).
- One mile Columbia Cycle Club handicap.
- Five mile professional lap.

- Two mile amateur handicap.
- Three mile amateur State championship.
- One mile amateur tricycle.

SECOND DAY, SEPTEMBER 13.

- One mile amateur, three minute class.
- One mile professional handicap.
- One mile amateur rear-driving safety handicap (no wheel under 35 lbs.).
- One mile Hartford Wheel Club handicap.
- One mile amateur handicap.
- Two mile professional handicap.
- One mile amateur State championship.
- Five mile amateur lap.
- Three mile professional lap.
- One mile consolation.

THE CALIFORNIA LEAGUE MEET.

THE annual meet of the California Division of the League of American Wheelmen must be classed as a grand success. It is only for the future to eclipse it. The meeting last year at Santa Cruz was considered a creditable affair, with less than one hundred wheelmen in line. This year at Stockton there were nearly three hundred wheelmen present, and the parade was the grandest affair of the kind California has ever seen.

All arrangements for transportation and for reception of the wheelmen at Stockton were complete and satisfactory, and the city itself presented a remarkably festive appearance. The streets were decorated with the national colors.

The parade started with astonishing promptness soon after nine o'clock, the principal feature of which was the three hundred wheels, some half dozen of which were ridden by ladies. These three hundred riders make more of a show than would an equal number of almost any other kind of paraders. After parading the principal streets a countermarch was made to allow those in line an opportunity of viewing the procession, and then the route for the race track was taken. There was a large array of carriages surrounding the track, the grand stand was filled, and chiefly by handsomely dressed ladies. Financially and otherwise the audience was satisfactory.

Mr. C. C. Moore, of Stockton, was referee of the day. The track—a quarter-mile—was a good one.

Without any delay the racing was commenced. The first event was a quarter-mile dash, A. W. Allen, of the Los Angeles Wheelmen, A. S. Ireland, of the Alameda Scorchers, and R. A. Smythe, of the Bay City Wheelmen, starters. Ireland was probably the favorite as he was well known as a speedy man, but Allen won easily in 40 1-5 sec.; Ireland, second. Allen's fast pedalling was an illustration of perfect ankle action rarely seen.

In the one-mile novice there were four starters: O. C. Haslett, Alameda Scorchers, and J. E. Hickinbotham, A. L. Wulff, and J. H. Read, of the Oak Leaf Wheelmen. This was won by Hickinbotham, in 2-58, Wulff being a good second. Haslett and Read did remarkably well for their maiden attempt.

Next came the great event of the day—which had been much talked of and eagerly looked for—the one-mile State championship, for in this F. D. Elwell, of the Bay City Wheelmen, and W. G. Davis, of the San Francisco Bi. Club, were to meet and settle the disputed claims for supremacy. There were two other starters, H. G. Toll, of the Capital City Wheelmen, and W. S. Wing, of the Los Angeles Wheelmen. There was some question whether Wing might not carry off the honors of the day, for he had shown phenomenal speed on his wheel. Elwell is a large, splendidly developed fellow, and the other three are finely built young men. Davis is probably as graceful a rider as can be found anywhere. His ankle action is superb, and he rides erectly and with the most apparent ease. Wing has a long, swinging motion as he comes down on his long levers, that brings out a hot pace, and when on the last lap he began his mighty spurt, it shot him ahead at such a pace as few had ever previously seen, it looked as though the two great riders, Elwell and Davis, were to be left; but now came their magnificent spurt, and they pass Wing neck and neck, and come into the finish so close, that to those away from the tape it looked like a dead heat or a victory for the San Francisco Club, but the unanimous decision of the judges was that Elwell was at least six inches ahead on the finish, and so the Bay City went nearly wild over their champion, who had won in 2-48 1-2, beating all previous coast records.

For the three-mile handicap there were only two starters, Ireland and Hickinbotham, both from scratch. This was a well contested race, and was won by Ireland in the excellent time of 9-07, which lowered his previous coast record of 9-28 3-5.

Allen, and Toll, and C. B. Wheaton, of the San Francisco Bi. Club, started in the half-mile dash, which was easily won by Allen, in 1-22 1-2, lowering the previous best Pacific Coast record of 1-27 3-4.

The enthusiasm was now at its height, when the five-mile L. A. W. national championship was called. The band played the national airs, flags were waved, and the contestants cheered by their friends as they appeared on the track. Odds were freely offered on Elwell with but few takers. The starters were Elwell, Wing and Davis. Wing led, closely followed by Elwell and Davis, and this order was kept steadily for the first nineteen laps, at a pace which gave the contest much the appearance of a grand loaf. On the last lap the pace was considerably mended with all well bunched, until on entering the home stretch Elwell, with a mighty effort, drew away from his opponents; Wing picked up courage and followed, while Davis, seeming utterly dazed at Elwell's magnificent spurt, relaxed his efforts and finished a third. A scene of the wildest joy followed. Elwell was borne from the track, shoulder high, by his club mates, while those who could not take a hand in carrying him, cheered, danced, embraced each other, and indulged in the wildest antics. Wing, the Los Angeles representative, who was a prime favorite with the Bay City, was also wildly cheered.

The one-mile safety had but two entries, J. A. W. Off, of the Los Angeles Wheelmen, and C. P. Fonda, of the San Francisco Bi. Club. The victory was easily won by Fonda, in 3-11.

The one-mile handicap brought out Wheaton (scratch), Toll (15 yards), Wulff (35 yards), Read (35 yards), and F. E. Southworth, of the Oak Leaf Wheelmen (35 yards); and M. A. Baker, of the Los Angeles Wheelmen (35 yards). This was an interesting race, well contested, and resulted in a victory for Wheaton, in the remarkably good time of 2-52.

The races were concluded by the two-mile handicap between Ireland (scratch), Wheaton (35 yards), and Haslett (75 yards). Wheaton dropped out early in the race, and it was evident that it belonged to Ireland. Haslett, however, kept him moving so fast that it was necessary to make the two miles in six minutes in order to win, which gives Ireland another coast record.

The twenty-mile State championship was indefinitely postponed, owing to insufficient time before the hour set for the base ball games, which were to follow.

There was now an opportunity for the wheelmen to rest after the exciting events of the morning, and meet at luncheon. The afternoon was spent at the swimming baths, or in visiting the handsome grounds of the State Lunatic Asylum, while many indulged in a siesta to prepare themselves for the proper enjoyment of the evening's festivities. Dinner over, all began to repair to the Exposition Building, a magnificent pavilion, handsomely decorated and brilliantly illuminated by electric lights. A full military band rendered an excellent programme of concert music as the audience filled the vast building. The concert ended, the cycling portion of the entertainment commenced with an exhibition of fancy riding by L. B. Kinney, a ten year old Los Angeles boy, followed by a game of polo on Stars by Champion Elwell and W. S. Wing, of Los Angeles, wherein Elwell's good fortune stayed by him, he winning the game in five straight innings.

Next came a demonstration on miniature safeties by Masters Moore and Mohrig, and finally the exhibition by the drill corps of the Bay City Wheelmen. Dancing followed, the only cause of regret being that so many of the San Francisco contingent had to take the midnight boat for home. At the wharf all was bustle and hurry. Wheels were being put aboard, good-byes said, bugles sounding, and parties cheering the victors, the League, and the Bay City.

So ended California's third annual meet. As the boat slowly swung out into the stream and the lights of the city faded in the distance, there must have occurred to the Chief Consul standing on the deck, recollections of that summer day, now over two years ago, when the interests of the infant division, then less than 100 strong, having just shortly before been entrusted to his care, he reached Stockton after a long day's journey across the hot, sandy plains of San Joaquin and first met Bert Moore, one of the brothers whose energy and enterprise planned and carried out this meet. It is doubtful, however, if in his wildest dreams for the advancement of the cause he ever conjured up so brilliant a carnival of cycling as that in which he had to-day participated.

There was not a single accident of any description to mar the festivities, and the whole day was exceedingly enjoyable, and we live in hopes of another next year which shall be even better attended than this.

The meet, when practicable, and when not outweighed by other considerations, should be held somewhere within a day's wheeling distance of San Francisco, and, in the opinion of the writer, San Jose is the place for next year's meet, though Los Angeles is already actively bidding for it.

The thanks of the wheelmen generally are due to Mr. C. C. Moore and the other members of the remarkably flourishing Oak Leaf Club, of Stockton, for the untiring efforts made for their entertainment. 16,219.

PROPOSED TAX ON BICYCLES.

Cable to the Record.

THE acceptance by the English Government of an amendment to tax the local government bill, putting a tax on bicycles, will be sure to raise a storm over this devoted bill almost equal to that which greeted the original proposal of Mr. Goschen to tax every kind of wheel. The amendment proposes a tax of two shillings and sixpence on each wheel. The outcry raised against the tax will be determined and loud, for the owners of wheels, who think any tax is an outrage, as the carriages are exempt.

THE BINGHAMTON (N. Y.) WHEEL CLUB RACES.

On August 2d the above named club will hold a tournament, as per advertisement in another column. The prizes will be handsome gold medals, and the other prizes will be valuable articles of use.

PROGRAMME.

9 o'clock A. M., ride over the cinder path; 11 o'clock A. M., parade; 2.30 o'clock P. M., races; 8.15 o'clock P. M., entertainment at the Opera House.

LIST OF EVENTS.

Half-mile dash: one-mile novice, open to wheels not under 35 pounds; one-mile L. A. W. State championship; two-mile; 6.45 class: half-mile, first heat, Von Blumen and Oaks; half-mile, Junior Wheel Club; one-mile, open; half-mile, second heat, Von Blumen and Oaks; Binghamton Wheel Club, wheels not under 35 pounds; one-mile political race, Binghamton Wheel Club; three-mile handicap, open; one-mile Rover type; half-mile, third heat, Von Blumen and Oaks; one-mile team race, three from each club: consolation. Entrance fee, fifty cents for each event, and should be sent to W. F. Sherwood, Binghamton, N. Y., Chairman Race Committee, on or before July 30.

INDIGNATION OF THE CAPITAL BICYCLE CLUB.

THE following preamble and resolutions were passed last Tuesday by the Capital Bicycle Club in regard to the outcome of the trial and conviction of Chase for the killing of Mr. Paul:

Whereas, The reckless riding and driving of horses upon the streets of this city have long been sources of great danger to the public, and have been subjects of much comment in the columns of the press and elsewhere; and

Whereas, The testimony in the case of the United States against Chase, the man at whose hands late Prof. Paul lost his life, shows not only that there were no mitigating circumstances, but, on the contrary, that the death was the result of the most criminal carelessness; and

Whereas, Wheelmen are particularly liable to injury from ignorant, vicious and irresponsible drivers; therefore

Be it resolved, That the Capital Bicycle Club hereby protests against the action of Judge Montgomery in imposing upon Chase, convicted of manslaughter, a sentence so utterly inadequate as one month's imprisonment and a fine of \$200.

Resolved, That the club regrets that the judge did not exercise the powers reposed in him by the people for the common protection to an extent commensurate with the enormity of the offense, and calculated to more sternly rebuke the criminal carelessness displayed in this and other cases, thereby deterring this class of the community from a persistence in that reckless disregard of human life which has heretofore been so frequently exhibited.

OTTAWA, KAS., TO GREAT BEND, KAS.

For the benefit of Western riders I wish to give a short account of the roads from Ottawa, Kas., to Great Bend, Kas. This is one of the direct roads from Kansas City to Colorado, and wheelmen contemplating that trip this season may know what is before them for 250 miles at least. From Ottawa to Williamsburg there is a fairly good road; distance, eighteen miles. From Williamsburg the road bears south and west until a road one mile south of the north line of Coffey County is reached. Follow this road due west across the county and into Emporia. This road is quite hilly, especially the last ten miles. The Clinton Hotel, Emporia, gives good meals and accommodations at \$1.00 a day.

There are two roads from Emporia to Strong City, one called the Hill road and the other the Valley road. If you take one you will probably wish you had taken the other. I took the Hill road; it is well named. Distance, twenty-five miles.

From Strong, cross the river to Cottonwood Falls, and go over the hills to Elmdale, seven miles. The Cottage Hotel, Elmdale, gives first-class meals and accommodations for \$1.00 a day.

From Elmdale to Marion there are two roads, one over the hills and the other through the valley. You pay your money and take your choice. Twenty-two miles.

Marion to Hillsboro, ten and one-half miles; road good.

Hillsboro to Canton, fourteen miles, road miserable. Look out for headers; I found some. They mature in that vicinity. You will be lucky if you don't miss the road and find yourself in the middle of a grass lot. I got there. The Clinton Hotel gives fair accommodations and a \$1.50 rate.

Your troubles are now nearly ended. From here west the road is as nearly perfect as a natural road can be. No trouble to make from nine to ten miles an hour.

McPherson, fourteen miles. Look up the Local Consul, Paul Wakenhut; you will find in him a genuine whole-souled L. A. W. man. Take your dinner at the Merchants' Hotel; L. A. W. rate \$1.50.

McPherson to Lyons, thirty-two and one-half miles; the home of Chief Consul Everest. I was nicely entertained at his home by himself and his charming wife.

Lyons to Ellenwood, twenty-two miles. Here is the only sand on the road; three miles. Walking through sand and pushing a wheel is not great fun, but it gives a good appetite.

Ellenwood to Great Bend, ten miles. Stop at the New Morrison Hotel, kept by Morrison Brothers, one of the finest hotels in the State, everything first-class. L. A. W. members can get a rate of \$1.50 on presentation of League ticket.

I hope this rough sketch will be of benefit to some one. I have looked in vain for anything about Kansas roads in the World. Will not some one tell us of other roads in the State?

L. A. W. 16827.

ALUMINIUM AND CYCLE CONSTRUCTION.

ALUMINIUM is the topic of the hour, not merely among cycle manufacturers, and those interested in the improvement of machines for path and road use, but also among investors of capital. A week or two ago the Alliance Aluminium Company issued its prospectus to the public, inviting the subscription of \$500,000 capital. Already in the field is the Aluminium Company, and both companies have acquired patents which will enable them to sell aluminium at less than 9s. per pound. The present market price, it will be remembered, is five times this amount per pound. As these rival companies will compete in supplying the market it is both possible and probable that in a short time aluminium will be procurable in comparative abundance at 6s. or 7s. per pound.

At intervals for some years past the application of aluminium to cycle construction has been mooted in the cycling press, but hitherto nothing of practical advantage to the trade or sport has resulted. The Society of Cyclists having recently appointed a committee of inquiry into the alleged merits of the metal, it may be interesting, pending the report of the committee next winter, to briefly examine the properties of aluminium, and its adaptability to the use proposed.

Alumina was the name given to a distinct earth discovered by Margraff in 1754 as forming one of the notable constituents of the salt alum (Lat. *alumen*), it having previously been confounded with lime. Overstedt, in 1826, showed how to prepare the chloride of aluminium, and from that date to the present time a succession of processes have been discovered by scientists, each reducing the difficulties of production and consequently the market price. One of the most recently discovered methods of reducing aluminium from cryolite (a fluide of soda and alumine) is described in Whitaker's Almanack for the current year, p. 538. As has already been stated in the *Cyclist*, pure aluminium possesses a specific gravity of 2.56, being a white metal with a faint tinge of blue, free from both taste and odor, malleable, ductile, and capable of being drawn into tubes, or into very thin wire, in which latter form it becomes brittle. Its weight is one-fourth of that of silver, and about one-third that of steel. It is susceptible of a brilliant polish, and is superior to silver as regards its imperviousness to the action of sulphuretted hydrogen and sulphide of ammonium, which taint the atmosphere of towns and tarnish exposed silver.

The great difficulty associated with the production of aluminium exists in the importance of securing its absolute chemical purity. An infinitesimal trace of bismuth, for example, renders the metal brittle in a high degree; whilst ten per cent. of copper makes it as brittle as glass. This disadvantage, together with the high price of the metal (which in 1856 sold at £3 per ounce, and in 1863 at 5s. per ounce), have restricted its uses in the past to jewelry, bells, chemical balances, and weights, reflectors, etc., etc. Aluminium has never been tested in its hammer-hardened form as regards its

utility for frictional surfaces, as, for example, bearings, and the writer's authority for this statement (a metallurgic expert) asserts that pure aluminium cannot be tempered in the same manner as steel. Tubes of the pure metal as light as cartridge paper when handled resist any ordinary attempts to deflect them, but yield to superior pressure by bending. From all the evidence obtainable it would appear that the pure metal is unsuitable for the manufacture of either the tubing, felloes or spokes of cycles. Having arrived at this conclusion, Mr. Hermann Vezin's fascinating suggestion of practicable safety bicycles made of aluminium sealing only ten pounds must for the present be abandoned as worthless.

Leaving the pure metal, the inquirer's attention is directed to its alloys, and here the cycling importance of the subject begins. All hope of lightness is lost at one fell swoop when the constituents of aluminium bronze are found to be 90 parts copper and 10 parts pure aluminium, an alloy possessing a specific gravity of 7.989, or practically the same weight as steel. Similarly with the rust-proof alloy of 75 parts iron and 25 parts pure aluminium. Aluminium bronze—the more important of the two mentioned—is hardly distinguishable from gold in color, hence its wide introduction in the form of watch cases, rings and chains, under the misleading name of aluminium. The application of this misnomer—which deserves condemnation—explains the prevalent misapprehension as to the color and properties of pure aluminium. Many persons unfamiliar with the pure white metal are misled by the totally different looking alloy in its manufactured form. Aluminium bronze, although harder than common bronze, is capable of being worked at high temperatures more easily than the best varieties of iron. Its discovery was effected by Dr. John Percy, F. R. S., and its properties were elaborately described in a paper read before the Royal Society by Lieut.-Col. A. Strange, F. R. A. S. Experiments demonstrated the bronze to possess a tensile strength of 50,624 pounds breaking weight per inch. A specimen withstood a compression strain of 20,384 pounds before giving way. Its transverse strength was three times as rigid as that of gunmetal. Its founding qualities allowed of the production of admirable castings of any size; whilst in the lathe and under the file it was workable more easily than steel. Moreover, its malleability, expansive ratio, fitness for being made into tubes, and elasticity were proved to be eminently satisfactory. As may be assumed, on exposure to atmospheric influence the bronze does not rust, but its lustre slowly tarnishes.

Judging from the prospectus before alluded to, the hopes of the directors of the Alliance Aluminium Company appear to chiefly rest upon the utilization of the above-described bronze in the construction of guns, naval architecture and armaments, as a substitute for the wrought steel now used, which is four times as difficult to work, more expensive to produce, and of inferior strength. With regard to the application of the alloy to cycle manufacture the prospectus is silent, but incidentally expresses the conviction that aluminium will bring about radical changes in the metal trade generally.

Extreme lightness and permanent brightness not being among the features of the bronze, we are led to the somewhat disappointing conclusion that, pending the discovery of an alloy possessing greater recommendations than those of aluminium bronze, the mere cheapening of the latter product will not ensure its general adoption by the manufacturers of cycles.

CHARLES W. HARTUNG in the *Cyclist*.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

J. H. ZUMSTEIN, of Windsor, Ill., proposes to start September 3d, for a tour a-wheel from Mattoon, Ill., to Cincinnati, via Indianapolis. He wants a companion.

THE new Surprise tricycle of the Pope Mfg. Co. is now ready for delivery, and intending purchasers would do well to examine its many valuable specialties before ordering. See advertisement on back cover.

A NOTABLE performance is that of "Trike" Lieutenant George L. Cooke, of Rhode Island Wheelmen, on a Singer tricycle, weight 80 pounds; 1550 miles in three months, with a single run of 102 1-2 miles, is not bad for one of last year's brood.

THE Overman Wheel Company has just shipped to Hi Henry, two Victor safeties, one of which is full enameled and the other full nicked. Both machines will be used by Henry in his minstrel parades, Henry riding the full nicked machine and one of his men, in black face and minstrel costume, riding the full enameled wheel. The machines present a novel and striking appearance.

WE were much pleased with an 1888 pattern of the Special S. S. tricycle loaned us for a week's trial by Messrs. W. B. Everett & Co. We found it an excellent, easy running and strong wheel. It is a machine that can be ridden by either sex. It has a 30-inch driver and 28-inch pilot.

FRED FOSTER rode a Marlboro' Club when he won the Canadian tricycle championship at Belleville, and when he beat the one-mile Canadian track.

THE Warwick Cycle Company has begun the manufacture of the Warwick Perfection bicycle. A sufficient number will be manufactured to get the wheel well introduced this season, and next season the company will be fully prepared to fill all orders. New machinery is almost daily arriving and there is at present a force of 15 or 20 men at work. Mr. Warwick is also busy on a safety which will be gotten out in the fall. He intends to reduce the sensitiveness of the steering gear to a minimum.

THE Coventry Machinists' Co. have received a sample Swift safety tandem. Those interested should by all means visit 239 Columbus avenue and see this machine.

THE Gormully & Jeffery Challenge tandem, although it was catalogued last year was not put on the market; it is now on the market and stands up to its work bravely. Chicago riders are very fastidious in the choice of their mounts, and the fact that over one dozen of these tandems can be daily seen on the South Side boulevards is a sufficient guarantee of their excellence. This tandem can be equally well ridden by two ladies or two gentlemen.

MR. DUCKER has secured a round trip fare of \$8.50, from New York to Buffalo during the tournament week.

THE Coventry Machinists' Co.'s King of Clubs, with big back wheel, and the Light Marlboro' Roadster tricycle are in big demand and are deservedly pronounced by all who have tried them as great successes.

GEO. P. DAVIS, the Captain of the recent Indiana tour, weighs 250 pounds and rides a fifty-inch Expert. He is the heaviest man in the L. A. W. The majority of the wheels used on the Indiana tour were Columbias.

LOOK out for No. 154 Springfield Roadster bicycle, 1887 pattern. It has been stolen from J. H. McKinnon, Waterbury, Conn.

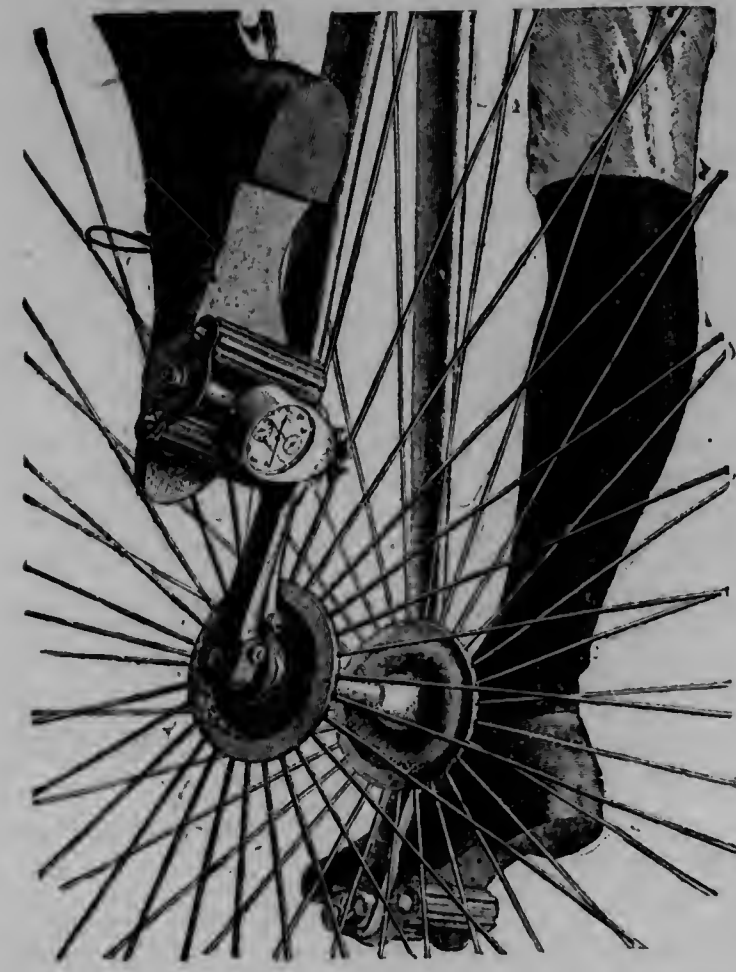
SEE announcement on page 231, of the race meet of the Binghamton Wheel Club, Aug. 2d.

WE have had occasion to test the accuracy of one of Butcher's stock cyclometers during the past week, and we can say that a more satisfactory and accurate distance measurer cannot be found. We tried it several times over the same route and we found it to measure exact in every instance. A "good" cyclometer is a great convenience, and in the Butcher we find "goodness" because of its accuracy and reliability.

MESSRS. ELLIOTT and Jeffers, of the Wilmington Wheel Club, made a century run between Wilmington and Philadelphia last Sunday. The actual riding time from Wilmington—forty-six miles—was less than four hours, and Mr. Elliott rode from the foot of Berwyn hill to Fifty-second street in forty-five minutes. The route both ways was via West Chester, and on the return trip, after having ridden over ninety miles, they both climbed Point Lookout hill, which has been surmounted by only one rider heretofore. Mr. Elliott has been doing some good work on the Lancaster pike. He had only been riding six weeks when he made the run from Paoli to Fifty-second street in one hour and ten minutes, which is not far from record time, and is wonderful work for a beginner. He will be the fourth man on the Wilmington team. He and Jeffers both ride Victor Light Roadster bicycles.

COMING EVENTS.

- July 23, 24, 25—Ohio Division Meet at Toledo, O.
- July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
- August 2, 3, 4—Massachusetts Division Meet at Cottage City.
- August 2—Binghamton, N. Y., Tournament.
- August 11—Michigan Division L. A. W. Meet at Grand Rapids.
- Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
- Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
- Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
- Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
- Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
- Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
- Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
- Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
- Sept. 7—Bicycling World (30-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee \$1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
- Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
- Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
- Sept. 12, 13—Hartford Wheel Club Tournament.
- Sept. 14, 15—New Jersey Division Meet.



The Pedal Cyclometer.

Positive and direct in action. Simple and durable in construction. No *springs* or *cams*. Absolutely accurate. Suspended from the Pedal. The dangerous Cyclometer Lamp attachment dispensed with.

Sent to any address. Price \$10.

All Sizes in Stock. Descriptive Circular mailed if asked for.

GEORGE R. BIDWELL,

313 West 58th St., New York.

Sole Manufacturer.



ABBOT BASSETT, Secretary-Editor.

REMOVAL.

LEAGUE Headquarters are now at 12 Pearl street, Room 27; same building with office of the BICYCLING WORLD Co.

WE are under obligations to W. C. Babcock, of Washington, for two fine photo. groups taken at the time of the Washington visit.

APPLICANTS for membership should send \$1.50 during July, August or September to cover initiation fee and dues for the remainder of the League year.

DIVISIONS are allowed representatives on the basis of their memberships on July 1st, but any member who qualifies before the closing of the polls, August 15, may vote in the election. Those who are published in list issued July 27 will qualify in time.

THE League has a list of life members which will not be increased. The institution of life membership at a very small fee was one of the mistakes of the League. Recognizing it as a mistake very many of the prominent men of the League did not take advantage of it, and the list is not so large as it otherwise would have been. We do not wish to asperse those now upon this list; they undoubtedly thought they were

benefitting the organization and evincing their confidence in it when they allied themselves to it for life, and they cannot be blamed for official mistakes. The dollars paid by these members have gone into a reserve fund which is kept intact. The divisions do not benefit in the least by this fund, and yet those life members are entitled to participate in all the benefits and perquisites which the divisions give out, let them cost never so much. The League gets what benefit comes from the life memberships and the divisions have to carry the load. There will be no more life members.

Illinois Division Nominations.

The following nominations are respectfully submitted and votes of Illinois members solicited: For Chief Consul, Edwin Oliver, of Chicago; for Vice Consul, Chas. Hissel, of Springfield; for Secretary-Treasurer, Thos. F. Sheridan, of Springfield. These nominations are made in the interest of securing passage of a Liberty Bill by the Legislature at the next session. They are gentlemen well qualified personally and by geographical location to further this object.

Chicago, July 7, 1888.

E. H. Meader.

At a regular meeting of the Holyoke (Mass.) Bicycle Club, held 25th, the following resolutions were adopted:

Whereas, It has pleased an All-wise Providence to remove from our midst our much beloved member, E. H. Meader, Secretary-Treasurer of the Holyoke Bicycle Club, and Representative of the L. A. W.,

Resolved, That we sincerely mourn the loss of one whom all of us respected and loved as a friend; be it

Resolved, That our earnest and heartfelt sympathy is extended to his afflicted family in their hour of sorrow; and be it

Resolved, That a copy of these resolutions be sent to the family of the deceased, and also be published in the BICYCLING WORLD AND L. A. W. BULLETIN.

HOLYOKE BICYCLE CLUB,
By W. W. Carl, Sec. and Treas.

To Virginia L. A. W. Members.

The Great Industrial Exposition of Virginia will be held at Richmond, Va., beginning Oct. 3d.

The management, through Director General Jones, has made most liberal arrangements for the purpose of bringing together the wheelmen of the State, and also of inducing our friends of Washington, Maryland and Pennsylvania to attend. A new half-mile track is being built, and liberal prizes will be given to amateurs and professional riders. With the approval of Representative N. B. Schmidt, and Secretary-Treas-

urer Schaap, and the unanimous endorsement of the Norfolk Cycle Club and the L. A. W. members of this vicinity, notice is hereby given that the Third Annual Meet of the Virginia Division L. A. W., is called for October 23d and 24th, at Richmond, Va. The newly adopted Constitution and By-Laws of the National League, make it more incumbent than ever, upon each member of the weaker Divisions to become an active worker in the cause, and the local Consuls of Virginia are hereby notified they are each appointed a committee of one, in their vicinity, to talk up the importance of every member attending this meet, and make it the cycling event of the year.

Rail road rates will be low, the Exposition will be the greatest ever held in the State, and many riders can now arrange to take their vacation at that time. Every one who can attend, may rest assured they will be well taken care of by the Old Dominion Wheelmen of Richmond. Further information can be obtained by addressing Secretary-Treasurer Schaap, 677 Broad street, Richmond, Va., and official details will be given in the Bulletin.

J. C. CARROLL, C. C.

Missouri Division L. A. W.

A meeting of this division was held at the house of the Missouri Bicycle Club, on Wednesday, July 11th. A committee was appointed to revise the Constitution in accordance with the new Constitution of the League and the following ticket was nominated for League officers: Chief Consul, W. M. Brewster; Vice Consul, F. J. Suda; Secretary-Treasurer, J. A. Lewis; Representatives, Geo. W. Boswell, Geo. A. Case, H. G. Stuart; Committee on Rights and Privileges, A. C. Stewart, Chairman, A. Moore Berry, T. H. McNeil; Touring Committee, Robert Holm, Chairman, J. H. Kelly, Sedalia, Mo., Chas. J. Case, Carthage, J. M. Tryon, Kansas City, L. H. Parsons, Edina; Racing Committee, W. H. Wylie, Chairman, E. N. Sanders, A. M. Lewis, E. A. Clifford, E. A. Smith.

Declination.

To the Members of the 2d Dist. Mass. Div. L. A. W.:

Through the kind intentions of gentlemen from this district my name has been mentioned as a candidate for Vice Consul. My serving in such capacity is absolutely out of the question, and voters will best serve the Division and at the same time gratify the undersigned by casting their ballots for Dr. W. H. Emery.

SANFORD LAWTON.

Maryland Division.

A special meeting of the Maryland Division was held on Tuesday, July 10th, at the Maryland Bicycle Club, for the purpose of nominating an official ticket for the election of officers of the Division for the ensuing year, and to fix upon the date and place of the annual Division meeting.

Chief Consul Mealy called the meeting to order at 9 P. M., with 56 members present. Upon motion the regular order of business was dispensed with, and the special business for which the meeting was called taken up. Upon motion of Mr. Bartlett a committee of five was appointed by the meeting to nominate a candidate for each of the following officers: Chief Consul, Vice Consul, Secretary-Treas-

urer, and three Representatives. After a short recess this committee put in nomination the following ticket: Chief Consul, W. H. Beatty of Baltimore; Vice Consul, Geo. F. Updegraff of Hagerstown; Sec. Treas., G. W. H. Carr of Baltimore; Representatives, C. H. Eisenbrandt of Baltimore, W. L. Seabrook of Westminster, and H. W. Barrington of Baltimore. Mr. Beatty declining the nomination of C. C. Mr. Albert Mott of Baltimore was nominated for that office unanimously, and the remaining portion of the ticket was accepted by acclamation.

Upon motion of Mr. Lockwood, Friday, Aug. 31st, was selected as the date for holding the annual meeting. On motion a committee of five was appointed to make necessary arrangements for this meeting, particulars of which will be announced later on. The subject of changing the official organ of the Division was referred to the Board of Officers, to report on same at the annual meeting. The meeting then at 11 P. M. adjourned. Respectfully,

R. M. LOCKWOOD,
Sec. Treas. Md. Div.

Election Laws.

In accordance with Art. IV., Sec. 2, of the Constitution of the League of American Wheelmen, as adopted at the convention held in Baltimore on June 18th, the Maryland Division, L. A. W. will hold the annual election of Division officers between July 15th and Aug. 15th.

Said election shall be conducted by the following officers and governed by rules hereinafter prescribed. The officers of the election shall consist of the Secretary-Treasurer of the Division and the following Judges: E. F. Le Cato, C. W. Abbott and George Hagerst.

The Secretary shall mail printed ballots, together with an addressed envelope, for return of same, to each member of the Division. Shall receive and count all votes as hereinafter provided.

The election shall be conducted through the medium of a mail vote.

Ballots must be signed by the member voting and mailed to the Secretary.

Ballots received later than the noon delivery of the mail on August 16th will not be counted.

A ballot once mailed cannot be recalled or changed, and if two ballots are received from one member, bearing the names of different candidates, neither will be counted.

The Secretary, together with the three judges of the election, shall meet on the evening of August 16th, open and count all mail votes, and certify the results thereof through the L. A. W. Bulletin and daily papers of the City of Baltimore. Respectfully,

A. E. MEALY, C. C. Md. Div.

California Nominations.

To Members of the California Division:

At a meeting composed of the members of the Alameda Scorchers, the Outing Cycling Club, the Ariel Bicycle Club and the San Francisco Bicycle Club, and other L. A. W. members, the accompanying list of nominations was made. Chief Consul, Harrison Houseworth, San Francisco; Vice Consul, J. Phil. Percival, Los Angeles; Secretary-Treasurer, A. S. Ireland, San Francisco; Representatives, J. D. Arkison, Oakland, H. G. Toll, Sacramento, Geo. H. Frost, Pasadena.

Members will sign their names with address and also add the original league number.

Ballots must be mailed to Norval A. Robinson, Secretary-Treasurer, Room 1, S. F. Stock Exchange, San Francisco, Cal., before July 15th, 1888.

ARTHUR M. BROWN,
Sec. Alameda Scorchers,

L. DEVAEY,
Sec. Outing Cycling Club,

CHAS. D. HAVEN, JR.,
Sec. Ariel B. Club,

CHAS. P. FONDA,
Sec. S. F. B. Club.

Michigan Election Laws.

To Michigan Members L. A. W.:

In accordance with the Constitution of the League, as adopted at the L. A. W. meeting, held at Baltimore, June 15, 19 and 20 last, the annual election of Division officers will occur between the 15th of July and 15th of August next.

In the absence of the necessary rules and regulations governing the same, the Board of Officers of the Michigan Division, by virtue of the authority vested in them by Section five (5) of the Division Constitution, have adopted and hereby promulgate the following rules, the same to take immediate effect:

The Secretary-Treasurer shall, on or before the 15th day of July, send to each member of the Division, a suitable voting blank, together with the necessary instructions as to its disposition.

All ballots shall be signed by the members voting, and be returned to the Secretary-Treasurer of the Division before the 15th of August following. The ballots shall be counted by a Returning Board, to consist of the Chief Consul, the Secretary-Treasurer and the members of the Rules and Regulations Committee, at

the office of the Secretary-Treasurer, at 7 P. M. on the day following the closing of the vote, and the result thereof certified to the Secretary-Editor of the League of American Wheelmen, before September first, following.

Each member of the Division in good standing on the rolls of the League of American Wheelmen, shall be entitled to vote for Chief Consul, Vice Consul, Secretary-Treasurer, and such representatives as his Division may be entitled to, and the persons receiving the largest number of votes for their respective offices shall be elected.

League Clubs (of 20 members or over) shall elect their representative or representatives at the time and in the manner provided for by Sec. 2, Art. IV. of the L. A. W. Constitution, and shall certify the result to the Division Secretary-Treasurer on or before August 15th.

Under above rules poll list will close with applications published in Bulletin of July 27.

J. H. JOHNSON, C. C.

Wisconsin Election Laws.

To Wisconsin Members L. A. W.:

In accordance with the By-Laws of the League, as amended at the meeting of the National Board of Officers, March 5th and 6th last, the annual election of Division Officers will occur after the 15th of July.

The regulations governing the ballot in Wisconsin provide, that the Secretary-Treasurer shall receive, and in the presence of the committee appointed at the Annual State Meet of the Division, count all mail votes and certify the result thereof.

The election is conducted through the medium of a mail vote. A blank ballot will be published in the L. A. W. Pointer during July. Ballots must be signed by the member voting and sent to J. A. Hinnman, Secretary-Treasurer, Huggins House, Racine, Wis. Ballots received later than the first postal delivery of Friday morning, July 20th, will not be counted, unless delivered to the Secretary-Treasurer before the Annual Meeting. A ballot once mailed cannot be recalled or changed, and if two ballots are received from one member bearing names of different candidates, neither will be counted.

The votes shall be opened and counted in the presence of three members to be appointed by the Chief Consul at the Division Meeting.

FRANCIS BLOODGOOD, JR.,
Chief Consul.

JAY A. HINNMAN,
Secretary-Treasurer.

Virginia Nominations.

The Old Dominion Wheelmen, of Richmond, nominate J. C. Carroll of Norfolk, for Chief Consul, and A. K. Schaap of Richmond, for Secretary-Treasurer.

E. BURNETT,
Sec. O. D. W.

Michigan Division.

Date of Division Meet at Grand Rapids changed from Saturday, August 11th, to Saturday, August 18th, 1888.

J. H. JOHNSON, C. C.

Detroit, July 12th '88.

Virginia Nominations.

Norfolk Cycle Club nominates J. C. Carroll, of Norfolk, for Chief Consul and A. K. Schaap, of Richmond, for Secretary-Treasurer.

R. M. BARRETT, Sec.

Indiana Nominations.

I nominate the following ticket for Indiana Division: Chief Consul, J. Fred. Probst, Terre Haute; Vice Consul, W. H. Pontious, Crawfordsville; Secretary-Treasurer, Nick Smith, Terre Haute.

JOSH. ZIMMERMAN.

Virginia.

To the Members of Virginia Div. L. A. W.:

Owing to the incompleteness of our rules governing the election of officers, with the approval of our Executive Board, it is announced that nominations for Chief Consul and Sec. Treas., may be made through the Bulletin. Members will send their votes to Secretary Abbot Bassett, Box 5267, Boston, Mass., marked plainly in lower left hand corner of envelope: *Vote for Chief Consul and Sec. Treas. of Va.*, who will count and announce the result through the Bulletin, each ballot to be signed by member voting, and League number to be added. These officers must be elected between July 15 and Aug. 15. All votes must be in the hands of the Secretary-Editor so as to be counted, not later than Aug. 15.

J. C. CARROLL, C. C.

West Virginia.

I have this day made the following appointments: Wm. B. Prickett to be Consul at Huntington, W. Va.; A. S. Crittenden, to be Consul at Rippon, W. Va.

Have also appointed the following League Hotels: At Blue Sulphur Springs, Cabot Co., W. Va., The Blue Sulphur Springs Hotel; regular rate, \$2.; L. A. W. rate, \$1.50. At Huntington, W. Va., The Florentine Hotel; regular rate, \$2.; L. A. W. rate, \$1.50. At Parkersburg, W. Va., The Commercial Hotel; regular rate, \$2.; L. A. W. rate, \$1.50.

H. P. WILKINSON,
C. C. W. Va. Div. L. A. W.

Minneapolis.

To the Members of the Minnesota Division L. A. W.:

It being necessary according to the new Constitution of the League, to hold an election of officers between the 15th of July and the 15th of August, I would respectfully request that you forward to me your nominations for Chief Consul, Vice Consul, and Secretary-Treasurer, as soon as possible after the 15th of July, and to reach me not later than the 31st of August, in order that mailing blanks may be sent out and returns obtained before the fifteenth of the same month.

In order that you may place in nomination, those who if elected would accept the office and perform the duties thereof, I think I may state in this connection that owing to my business affairs I cannot accept the nomination that some of my friends are desirous of making.

Thanking you for past favors I am and always shall be a staunch supporter of the League of American Wheelmen, especially of the Minnesota Division.

Chief Consul Minnesota Div. L. A. W.

Illinois Election Laws.

In accordance with the By-Laws of the League, as amended at the meeting of Board of Officers, March 5 and 6 last, the annual election of Division officers will occur between July 15 and Aug. 15 next ensuing.

The vote of the Illinois Division will be polled by mail as per last year, and should be addressed to the Sec. Treas., Mr. A. J. Street, at 80 1-2 Seelye avenue, Chicago, and he will in the presence of a canvassing committee open and count all votes, and with said canvassing committee certify the result thereof.

A blank ballot will be published in the World and Bulletin of July 20, which should be filled out and mailed as per instructions thereon.

Ballots must be signed by the member voting. Ballots received later than Monday, July 30 will not be counted; all ballots must be postmarked July 28. A ballot once cast cannot be recalled or changed. If two ballots are received from one member neither will be counted.

The canvassing committee will meet at Room 9, 103 Adams st., at 8 o'clock P. M., Wednesday, Aug. 1, and there count the votes.

Officers to be elected in Illinois are Chief Consul, Vice Consul, Secretary-Treasurer, and five Representatives.

The following-named gentlemen, members of Ill. Div. L. A. W., are hereby appointed as canvassing committee for the purpose of counting mail vote of this Division, notice of which appears in this edition of the World and Bulletin: W. C. Thorne, C. E. Randall, T. Sloan.

Illinois Division Election Blank.

Members will fill out following Blanks and mail on or before July 28, to A. J. Street, Sec. Treas. Ill. Div. L. A. W., 80 1-2 Seelye ave., Chicago. No vote will be counted bearing later postmark than July 28.

For Chief Consul, ...

For Vice "

For Sec. Treas., ...

For Representative, 1.

" 2.

" 3.

" 4.

" 5.

Do not vote for more than five. Vote but once. Don't fail to vote.

Name, ...

L. A. W. No. Town

County

Club, if any

In accordance with instructions received at Business Meeting of Ill. Div. at Springfield July 4 last, I hereby appoint as Committee for Revision of Constitution of this Division, Messrs. B. B. Ayres, Charles Hansel and W. C. Thorne, and they are hereby instructed to be ready to report at Board of Officers' meeting of Ill. Div. L. A. W., to be held at Chicago, Aug. 25, as per announcement made before the meeting at Springfield, July 4.

Members of Ill. Div. are hereby notified that the committee appointed for the purpose of revising the Constitution of this Division will be glad to receive any suggestions that members may make. Communications of this nature should be addressed to B. B. Ayres, Chairman, 150 So. Hoyne avenue, Chicago, and should be sent no later than Aug. 15.

Notice is hereby given to members of this Division that in connection with the meeting of the Board of Officers of Ill. Div., to be held at Chicago, Saturday, Aug. 25 next, there will be also a race meet at the afternoon at Cheltenham Track, at which time the Ill. Div. championship events will be run, notice of which will be given later. In the evening all will join in a grand lantern parade, and on Sunday, Aug. 26, a run to Pullman, over the famous Pullman Road race course will take place. Dinner will be had at Hotel Florence, Pullman (finest in the country). All members are invited to come and spend two pleasant days with us, and those who are unable to come on Saturday should make it a point to be with us on Sunday. Captains of clubs are especially requested to help us turn out a large delegation, and exceed if possible in point of numbers the run of last fall, when we had nearly 300 wheelmen in line. Representatives and Local Consuls should do their utmost to bring with them a delegation from their respective points, and the wheelmen of Chicago will promise the most hilarious time you have spent in many days.

N. H. VAN SICKLEN,
C. C. Ill. Div. L. A. W.

The Chicago Bicycle Club tender the use of their club rooms to the canvassing board, for the election of Chief Consul, Wednesday evening, August 1st, and to all Illinois Division L. A. W. members on August 25th and 26th.

RICHARD E. SCHMIDT,
Secretary Chicago Bicycle Club.

103 Adams street, Chicago, Ill.

Racing Board.

The two and five mile bicycle State championships of New York will be run at the State Division Meet at Buffalo on Sept. 4, 6 and 8.

The Racing Board hereby awards to the New York State Division the following National championships: Three mile bicycle, ten mile bicycle and five mile tricycle, to be run at Buffalo on Sept. 4, 6 and 8.

The Racing Board hereby reinstates Mr. C. P. Adams as an amateur.

GERRY JONES, Chairman Racing Board.
Binghamton, July 13, 1888.

Annual Meeting of the Connecticut Division.

Upon invitation of the New Haven Bicycle Club, the regular annual meeting of the Connecticut Division L. A. W., will be held at the rooms of the said club in New Haven, on Wednesday, July 25th, 8 P. M. At this meeting a set of By-Laws, Rules and Regulations, consistent with the new League Constitution, will be adopted. This is a matter of great importance and every member should consider it his duty to be present. Under the guidance of the New Haven Club, the Division will have a run to East Rock Park and other points of interest, so be prepared and have your wheels with you, or you will miss an enjoyable part of the meet. After the business meeting the members will be entertained by the New Haven Club.

Fraternally, LOUIS A. TRACY, C. C.

Illinois Nominations.

On behalf of a large number of Chicago and Illinois riders, I nominate the following State ticket: Chief Consul, N. H. Van Sicken; Vice Consul, H. G. Rouse (Pearl); Secretary, A. J. Street (Chicago); Representative (Chicago Dist.) Wm. C. Thorne; Representative (Central Illinois) T. F. Sheridan, Springfield.

The Illinois Cycling Club of Chicago wish to place the following ticket before the Illinois Division of the L. A. W., to be voted upon at the coming election: Chief Consul, W. A. Davis; Vice Consul, F. F. Sheridan; Secretary-Treasurer, A. J. Street; Representatives, W. S. Reed, F. D. Corey, H. G. Rouse, Freeman Lillibridge, Robert White.

E. L. FERGUSON, Sec. I. C. C.

Michigan Nominations.

The Detroit Bicycle Club places in the field and supports the following candidates for Division officers: For Chief Consul, B. J. Holcombe of Detroit; Vice Consul, Wm. Seylhardt of East Saginaw; Secretary-Treasurer, A. F. Peck of Detroit; Representatives, J. E. Beal of Ann Arbor, Geo. W. Eddy of East Saginaw.

JAS. HITMES, Sec.

Maryland.

I hereby appoint the following L. A. W. Hotels: Ridgeville Hotel, Ridgeville, Md.; regular rates, \$1.50; L. A. W., \$1.00. River View House, Oxford, Md.; regular rates, \$1.50; L. A. W., \$1.25. A. E. MEALY, C. C. Md. Div. Baltimore, July 10, 1888.

Tennessee Nomination.

John S. Miller and eight members of the L. A. W. from Clarksville nominate Joseph R. Wilson, Jr., of Clarksville for Chief Consul.

Reinstated.

Geo. M. Hendce, having retired from racing and taken affidavit to that effect, is hereby reinstated as an amateur wheelman. Wm. C. Hull of San Francisco, having retired from racing and taken affidavit to that effect, is hereby reinstated as an amateur wheelman. GERRY JONES, Chairman Racing Board.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 148—Total 136—10,626.

BOSTON, July 21st, 1888.

CALIFORNIA DIVISION—2—364.

San Francisco Bi. Club.
18796 Fonda, Harry S., 3011 Sacramento st., San Francisco

Unattached.
18797 Prindle, E. C., North Temescal

COLORADO DIVISION—1—46.

Denver Ramblers.
18859 Depvey, Frank, 1525 Lawrence st., Denver

CONNECTICUT DIVISION—8—430.

Danbury Wheel Club.
18778 Gath, Perry D., 257 Main st., Danbury
18779 Irving, J. G., 259 Main st., Danbury

Unattached.
18860 Brownson, W. C., New Canaan
18861 Paterson, W., " "
18862 Raymond, S. T., " "
18863 Sec, W. S., " "
18864 Holcomb, M. R., Plantsville
18865 Steadman, Willard G., M. D., Southington

ILLINOIS DIVISION—12—652.

Bloomington Bi. Club.
18805 Wakefield, Homer, 411 E. Washington st., Bloomington

Unattached.
18807 Kidder, W. D., Argenta
18808 Peck, Ferd S., 2459 Wabash ave., Chicago
18809 Gardner, W. V., Freeport
18810 Hunter, Will, " "
18811 Knechtner, H. P., " "
18812 Runner, Z. T. F., " "
18813 Stessy, David, " "
18814 Sunderland, Dr., " "
18815 Willie, I. M., " "
18816 Ricketts, Oscar J., Oakland
18817 Cadwallader, J. L., Springfield

IOWA DIVISION—2—148.

Mt. Pleasant Wheelmen.
18830 Hill, J. S., Mt. Pleasant
18831 Ottumwa Bi. Club, Ottumwa
18832 Brown, Benj. P., Ottumwa

Unattached.
18833 Brown, Benj. P., Ottumwa

Unattached.
18834 Brown, Benj. P., Ottumwa

Unattached.
18835 Brown, Benj. P., Ottumwa

Unattached.
18836 Brown, Benj. P., Ottumwa

Unattached.
18837 Brown, Benj. P., Ottumwa

Unattached.
18838 Brown, Benj. P., Ottumwa

Unattached.
18839 Brown, Benj. P., Ottumwa

Unattached.
18840 Brown, Benj. P., Ottumwa

Unattached.
18841 Brown, Benj. P., Ottumwa

Unattached.
18842 Brown, Benj. P., Ottumwa

Unattached.
18843 Brown, Benj. P., Ottumwa

Unattached.
18844 Brown, Benj. P., Ottumwa

Unattached.
18845 Brown, Benj. P., Ottumwa

Unattached.
18846 Brown, Benj. P., Ottumwa

Unattached.
18847 Brown, Benj. P., Ottumwa

Unattached.
18848 Brown, Benj. P., Ottumwa

Unattached.
18849 Brown, Benj. P., Ottumwa

Unattached.
18850 Brown, Benj. P., Ottumwa

Unattached.
18851 Brown, Benj. P., Ottumwa

Unattached.
18852 Brown, Benj. P., Ottumwa

KANSAS DIVISION—3—133.

Unattached.
18752 Kerr, Wm. L., Burlington
18753 Corse, E. B., Baxter Springs
18754 Franz, Olen C., Galena

KENTUCKY DIVISION—4—80.

Unattached.
18811 Pierson, Rob., Florence
18812 Ballenger, Jno., Maysville
18813 Simonds, Geo., " "
18814 Winters, A. G., Paris

MARYLAND DIVISION—4—420.

Baltimore Cycle.
18866 Horner, H. C., cor. Baltimore and Calvert, Baltimore
18867 Dittman, T. M. Jr., 1325 No. Eden st., " "
18868 Reuter, F. O., 1662 Madison ave., " "
18869 Whyte, Clymer, 9 E. Chase st., " "

MASSACHUSETTS DIVISION—11—1149.

Everett Wheel Club.
18813 Kirkwood, Margaret, 87 Waite st., Maplewood
Harvard Coll. Bi. Club.
18868 Bailey, Edw. A., 150 Highland ave., Somerville
Northampton Wheel Club.
18780 Sawyer, Chas. H., Northampton
Unattached.
18869 Hodgman, Miss Edith M., No. 5 Warren sq., Jamaica Plain
18870 Lee, Thomas J., Brighton
18871 Morrison, J. R., 151 Bloomingdale st., Chelsea
18872 Kern, Thomas J., Leominster
18873 Nichols, J. Daniel, 20 Albany st., Lynn
18874 Wood, Frederick E., 1 Greenville st., Somerville
18814 Chancellor, W. E., 17 Harrington ave., Worcester
18885 Hopkins, Mrs. Chas., Wellington

MICHIGAN DIVISION—16—292.

Detroit Bi. Club.
18870 Adams, Horace A., 95 Miami ave., Detroit
Grand Rapids Bi. Club.
18810 Grady, J. F., care Spring & Co., Grand Rapids
18811 Hain, G. L., 11 Clinton st., " "
18812 Hovey, Chas. T., 20 Madison ave., " "
18813 Idema, Frank H., 288 Lyon st., " "
18814 Packard, Clayton, 285 So. Division st., " "
18815 Phillips, E. O., Bissell Carpet Sweeper Co., Grand Rapids
18839 Smith, Harry D., Room 10, White's Block, Grand Rapids

St. Johns Bicycle Club.
18768 Marshall, Dennis, Box 52, St. Johns
Star Bi. Club.
18816 Steinfield, L., 624 Cass ave., Detroit

Unattached.
18781 Jones, Chas. S., 28 Union st., Battle Creek
18782 Gibbs, H. M. R., Birmingham
18783 Whitehead, A., " "
18784 Hyman, F., 143 Paris ave., Grand Rapids
18785 Arnold, N. I., Sand Beach
18786 Clarke, Geo. D., " "

MINNESOTA DIVISION—2—100.

Minneapolis Bi. Club.
18785 Stiteley, O. B., Windsor House, Minneapolis
18784 Wright, E. A., 300 3d ave., No. " "

MISSOURI DIVISION—8—321.

Mo. Bi. Club.
18824 Lawndale, Louis D., 3411 Morgan st., St. Louis
18825 Lynch, J. B. S., 2814 Chestnut st., " "

Sedalia Cyclers.
18818 Clark, Ernest, Sedalia
18819 Faulhaber, Ernest, " "
18820 Henney, Ernest A., " "
18821 Hoffman, Fred. E. Jr., " "
18822 Quisenberry, E. B., " "

Unattached.
18754 Brown, Edgar Pearson, 319 B'dway, Hannibal

NEBRASKA DIVISION—7—90.

Omaha Wheel Club.
18756 Carey, W. F., 1821 Cass st., Omaha
18757 Creary, H. C., 1821 " " "
18758 Freeman, F. V., Om. Rubber Co., " "
18759 Lathrop, J. H., U. P. Hdqrs., " "
18760 Morris, W. J., " " "
18761 Redick, A. C., Bk. of Commerce, " "

Unattached.
18817 Buecz, Henry, Grand Island

NEW HAMPSHIRE DIVISION—1—97.

Unattached.
18769 Larrabee, J. E., 29 High st., Portsmouth

NEW JERSEY DIVISION—3—666.

Hudson Co. Wheelmen.
18826 Boyd, Chas. D., 188 Newark ave., Jersey City
Unattached.
18762 Scholtz, Carlos A., Montclair
18761 Moore, Geo. E., Factory st. and Jackson ave., Rahway

NEW YORK DIVISION—19—2234.

Brooklyn Bi. Club.
18848 Crowell, S., 252 Carroll st., Brooklyn
18849 Mulqueen, T. F., 49 Willoughby st., " "
18850 Sheldon, G. R. Jr., 57 Clark st., " "
18851 Turner, C. P., 504 Bedford ave., " "
18852 Van Antwerp, H. L., 43 So. Elliot pl., " "
18853 Consingsby, F., 241 B'way, New York City
Brooklyn Ladies' Tri. Club.
18872 Oakley, Mrs. F. W., 177 Schermerhorn st., Brooklyn
Manhattan Bi. Club.
18871 Clemens, Chester E., 111 W. 62d st., New York City
N. F. Bi. Club.
18827 Cole, E. J., Niagara Falls
18828 Gassler, W. F., " "
18829 Swan, L. W., Suspension Bridge
Pathfinders.
18770 Ayres, Chas. A., Phoenix Mills
Riverside Wheelmen.
18786 Stitt, Edward W., 230 W. 154th st., New York City

Unattached.
18854 Morehouse, Wilmet L., 370 Clinton st., Brooklyn
18851 Cox, Robert L., 550 Swan st., Buffalo
18771 Munger, Fred Allen, 78 Montgomery st., Newburgh
18830 Morrill, Rev. Alva H., " "
18873 Cassidy, J. H., 8 Woodford st., Syracuse
18855 Tyler, Fred G., 76 River st., Troy

OHIO DIVISION—14—845.

Conneaut Wheel Club.
18877 Rice, P. A., Conneaut
18878 Stoke, C. B., " "
Massillon Wheel Club.
18833 Weller, Simon F., Massillon
Richland Ramblers.
18788 Statler, G. W., P. M., Mansfield
Unattached.
18791 Marvin, J. Clinton, Andover
18875 Brown, W. T., 271 East Town st., Columbus
18790 Peters, G. T., Park and Russell sts., " "
18789 Ramsey, S. E., 102 Lincoln st., " "
18876 Jones, Fred T., Deposit Banking Co., Delaware
18874 Jarvis, Rev. Albert Barnes, Hudson
18832 Crispy, Kent, Massillon
18792 Post, S. J., Ravenna
18772 Reesor, W. H., Springfield
18850 Farrar, Miss Fanny F., 913 Madison st., Toledo

PENNSYLVANIA DIVISION—15—1341.

Erie Cycling Club.
18834 Black, Geo. I., 134 West 7th st., Erie
Nursery Wheelmen.
18773 Brigham, T. B., Franklin
18774 Grimm, E. F., " "
18775 Keen, J. P., " "
18776 McCalum, J. O., " "
Tioga Cycling Club.
18793 Jones, Edw. B., 1718 Ontario ave., Philadelphia
Unattached.
18879 Ewing, David Q., Canonsburg
18777 Heff, G. Stanley, cor. 2d and Spring Garden, Easton
18878 Davis, Frank H., 8 Willow ave., Germantown
18858 Welch, Miss Kate W., 216 E. Chelton ave., Germantown
18857 Harper, Robert, Glen Mills
18763 Freeston, W. E., 4939 Germantown ave., Philadelphia
18835 Kantz, T. C., Selinsgrove
18850 Kanolt, Chas. H., Susquehanna
18794 Spiers, I. H. B., Wayne

VIRGINIA DIVISION—2—100.

Old Dominion Wheelmen.
18831 Routt, A. M., 117 E. Main st., Richmond
18832 Wayt, H. R., care C. & O. R. R. Offices, " "

WEST VIRGINIA DIVISION—1—32.

Unattached.
18795 Bower, E. O., Box 242, Parkersburg

WISCONSIN DIVISION—1—82.

Unattached.
18883 Evans, K. S., cor. 36th and Grand ave., Milwaukee

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New and Second-hand Bicycles & Tricycles

For Sale or Exchange By
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401 & 403 Main St., Orange, N. J.
Telephone 89.

No. Size.	Make, Finish, etc.	Cost.	Price.
104 54	Premier, Hollow Forks, C. Hbars, Balls both, Lillibridge saddle.	135.00	\$8.50
105 54	American Club, Nickel, except Rims, C. Hbars, Ball pedals.	147.50	67.50
106 54	Coventry Champion, Hollow forks, Balls to front, new tires.	115.00	45.00
107 56	British Challenge, nickel, except Rims, Balls to both, Dropped Bars.	147.50	58.50
108 60	Coventry National, Nickel, except Rims, Balls all round, Hol. Rims.	160.00	40.50
109 42	Standard Columbia, Balls to front, A1 order.	90.00	30.00
110 48	Special Star, latest style, equal to new.	115.00	67.50
111 50	Standard Columbia, old style, good, strong machine.	90.00	30.00
112 50	Special Centaur, Hollow Fks., Balls to front, Lillib. sad.	125.00	35.00
113 50	Standard Columbia, nickel, ex. wheels, balls, drop bar.	110.00	35.00
114 50	Humber Light Roadster, fine order, Ball pedals.	140.00	70.00
115 50	Sparkbrook, splendid order Ball pedals.	125.00	80.00
116 32	Rover Safety, fair order, Ball pedals.	140.00	60.00
117 51	Special Star, Balls and Rollers, Hollow all through, fine.	142.50	75.00
118 55	Light Rudge, Ball ped., nickel, except wheels, Lillib. saddle.	147.50	60.00
119 56	Expert Columbia, Fish saddle, C. Hbars, Spade handles, A1.	145.00	70.00
120 44	Humber Tandem, Crypto-Dynamic, 2-speed gear, fine order.	325.00	160.00
Every machine on this list is warranted sound and in perfect riding order. Machines will be shipped C. O. D., by freight or express, with privilege of examination on receipt of an amount sufficient to cover transportation charges, which amount will be credited on the price of the machine.			
L. H. JOHNSON, Orange, N. J.			

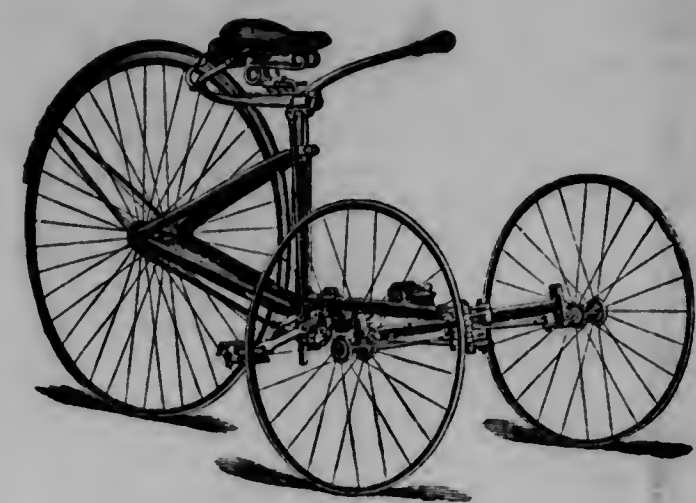


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Tricycle with unobstructed front, admitting of an easy and quick mount and dismount; a splendid hill climber; runs with less friction than any other; light; moderate cost; especially adapted to lady riders. **A genuine**

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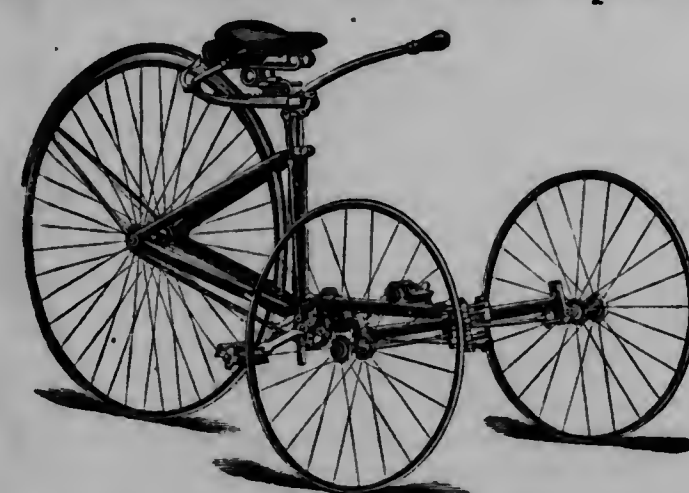
in conventional tricycle construction. A folding arrangement, by means of which the running track may be varied in width from 34 down to 30 inches, and folded to a width of 29 inches over all, enabling it to go through any ordinary door. A decided departure

IN TRICYCLES

and worthy of the most thorough inspection. Can be crated in about half the space



of the ordinary tricycle. A full description of this machine is found in the Columbia Catalogue.



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THE FAMOUS, STAUNCH, RELIABLE Rudge Light Roadster Bicycle.

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\$1.00 a Year.
5 cents a copy.

BOSTON, 27 JULY, 1888.

Volume XVII.
Number 13.



Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.



SPECIAL.

All Advertisements in this Department 20 cents a line.

FOR SALE—New Columbia Light Roadster Tricycle, \$130. New 55-inch Columbia Light Roadster Bicycle, \$100. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

NEW Special Star and Second-hand Stars for sale cheap. Repairing done promptly. JOHN T. STARR, Coldwater, Mich.

52-INCH VICTOR—Good condition, \$60.00. 56-inch Royal Mail; ball head, cow-horn spade handles; fine condition; \$85.00. 57-inch Columbia Light Roadster; good condition; \$80.00. 55-inch Columbia Expert; full nickel; fine condition; \$85.00. Singer Straight Steerer Tricycle; ball pedals; new; \$140.00. M. CAMERON, 4 State st., Hartford, Ct.

ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

CHOICE of 40 Victor Tricycles, in excellent condition; balls all over; strong and serviceable, cash \$40. 4 Rudge Tandems, perfect condition, \$65. Humber Tandem, most new, \$125. New 1888 Singer Straight Steerer Tandem, not ridden 10 miles, \$175. CAPITAL CYCLE CO., Washington, D. C.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886.

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Foot Rest,
FOR THE STAR,
For Easy Coasting.

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Oraton Hall, Newark, N. J.

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Patented. Price, \$1.50, \$3.00, \$5.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

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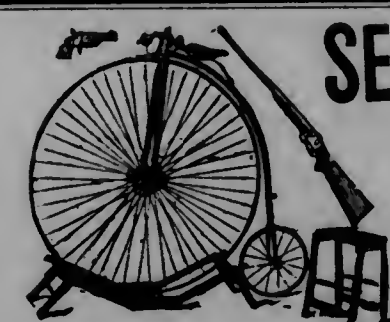
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Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

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SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN,
Philadelphia.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—52-inch New Mail; balls all round; run about 200 miles; cost, with cyclometer, \$140; new this spring; will sell for 125, as I want a larger wheel. "X," care Geo. D. Hazard, 83 Equitable Building, Boston, Mass.

FOR SALE—A Marlboro' Club Tricycle, in perfect order; will sell cheap. M. C. H., care 83 Equitable Building, Boston, Mass.

\$45 BUYS a 56-inch British Challenge Bicycle; in good condition; can be seen at Bidwell's, No. 313 W. 58th st. Address N. MACY, P. O. Box 3737, New York City.

NO. 1 SPRINGFIELD ROADSTER, \$65.00. Entirely new; never been ridden; a bargain. H. D. SWEET, 124 Congress st., Troy, N. Y.

SPRINGFIELD ROADSTER—Used by owner 3 weeks; 50-inch; will sell for \$50 cash. AUSTIN CHESTNUT, care J. L. Crider, Huntington, W. Va.

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WILL SELL CHEAP—Good Victor Tricycle; also Victor Safety Bicycle, but little used by careful riders. 555 North 17th st., Philadelphia.

FOR SALE—Brand-new Quadrant Tandem; first prize Baltimore L. A. W. Meet. Price \$200 cash; regular price \$265. Apply to WM. B. RHETT, 111 First st., Jersey City, N. J.

FOR SALE—Splendid Rudge Royal Crescent Tricycle; slightly worn; hollow rims; ball bearings; geared to 50-inches; Weight 70 pounds. Address C. H. POTTER, 104 Superior st., Cleveland, O.

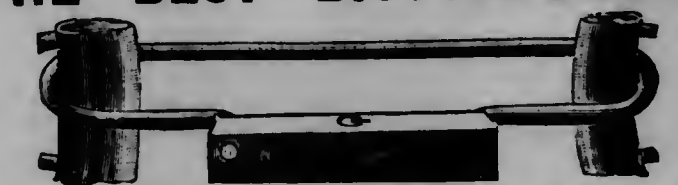
FOR SALE—One New Rapid Safety Bicycle, entirely new. E. C. RICE, Port Deposit, Md.

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FOR SALE—50-inch Oxford, \$45; 52-inch Rudge, \$55; 54-inch British Challenge, \$40. A. J. KOLP, Scranton, Pa.

FOR SALE OR TRADE—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

THE "BEST" BICYCLE LOCK.



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price \$1.00.

WHITTEN & CO., Providence, R. I.

\$3.00 Per Pair.



\$3.00 Per Pair.

TOULMIN'S BUFFALO BICYCLE SHOE is the only Genuine Kangaroo Shoe ever sold for \$3.00 Per Pair.

All other \$3.00 Bicycle Shoes are Not Kangaroo, but cheap imitation.

Liberal discount to club and Bi. Agents. Send for Circular and rules for self-measurements.

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

FOR \$40

YOU CAN BUY A RUDGE RACER

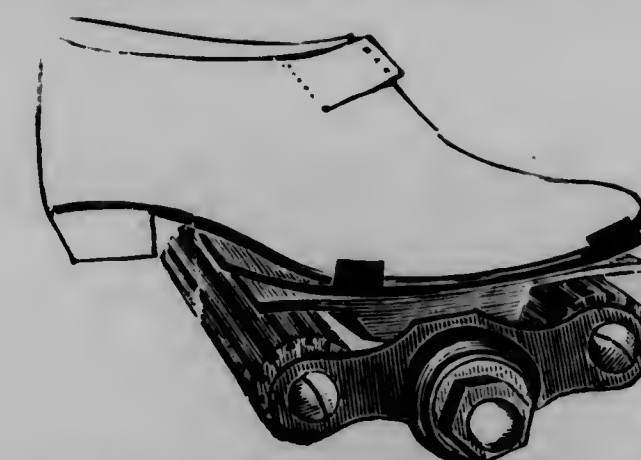
We have on hand a few New Rudge Racers, which we will sell for \$40.

We have also a few Second-Hand Rudge Racers, in first-class condition, that we will sell for \$25. First come first served.

Address

STODDARD, LOVERING & CO.,

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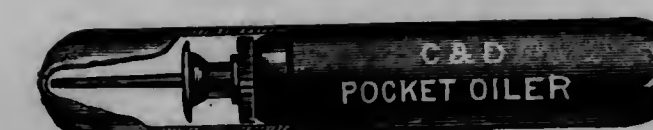


CARTER'S ANTI-PEDAL SLIPPER.

This article is made of very light steel to clamp to the sole of the shoe, with a rubber cushion beneath which fits between the rubbers of the bicycle pedal. It effectually PREVENTS THE FOOT FROM SLIPPING while pedaling or climbing grades. At the same time THE FOOT IS PERFECTLY FREE in case of dismount or header.

PRICE \$1.50 PER PAIR.

W. B. EVERETT & CO., General Agents,
6 and 8 Berkeley Sts., Boston.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to fill the oiler. A cap of the same diameter fits over the top to protect the tip. Only throws a small quantity of oil at a stroke. Best and neatest in the market. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price. 50c. each.

CUSHMAN & DENISON,

144 and 146 Greenwich street, New York.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,
CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

First Annual Race Meet

—OF THE—

BINCHAMTON

Wheel Club

AT RIVERSIDE PARK,

THURSDAY, AUG. 2d, 1888.

RACES AT 2.30 P. M.

A SPECIAL RACE

Between Miss Jessie Oaks, Champion lady rider of England, and Miss Elsie Von Blumen, champion of America, for a purse of \$150.

Greatest Race of this kind ever held in this Country.

Entertainment at the Opera House in the evening. Excursion rates on all railroads entering the city.

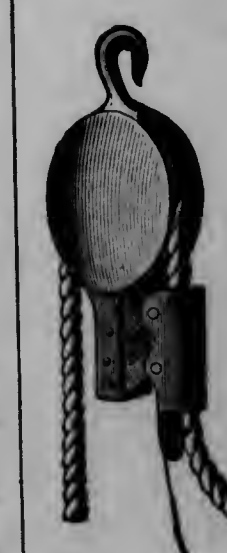
Entries close July 30, 1888. Address all communications to

W. F. SHERWOOD,

BINGHAMPTON, - - - N. Y.

BICYCLE HOIST.

(Pat. applied for.)



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary.

Send for circular.

Discount to Dealers.

LINCOLN HOLLAND & CO.,

Worcester, Mass.

TO THE FRONT AGAIN. Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.
L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.
L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.
J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,
No. 9 Cornhill, Boston, Mass.



All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

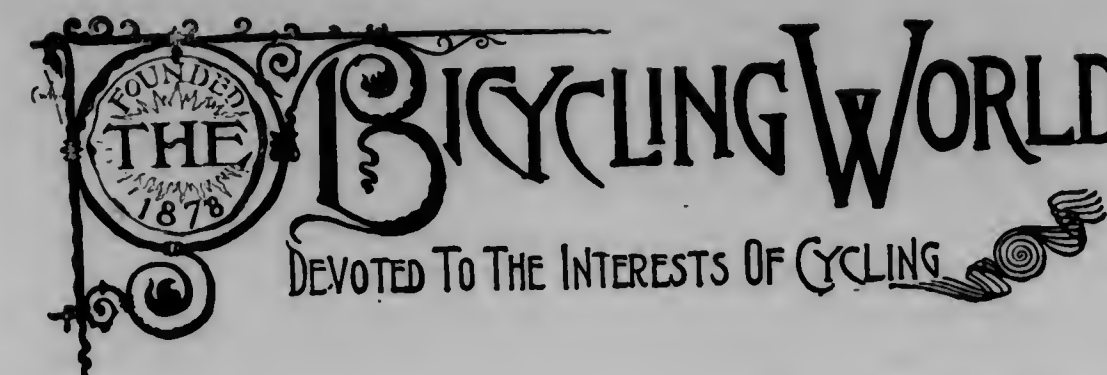
To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
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Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 27 JULY, 1888.

THE sentence of one month's imprisonment and \$200 fine, imposed by Judge Montgomery, on Chase for the killing of Prof. Paul, has justly raised the ire and indignation of Washington wheelmen. We are not vindictive, but the punishment is so trivial in comparison to that justly deserved, we cannot refrain from expressing our astonishment.

WHILE on the subject of "queer rulings" we cannot help alluding to that of the Orange Wanderers' races in the case of admitting Johnson, a member, and Wolcott, a non-member, on a tandem bicycle to compete in a bicycle club race. A perusal of our account of this race to be found in another column is worth reading. It seems that permission to start the tandem with Johnson and Wolcott "up" was procured from the other contestants before the race and that the protest came after the race. We think the following reasoning made by the tandemists is one of the funniest in the history of cycle racing: "Mr. Johnson is the one to whom the medal belongs, Mr. Wolcott being simply an aid to Mr. Johnson. The team did not win the race it was Mr. Johnson."

The italics are ours. Now if Mr. Wolcott merely went as ballast to "aid" Mr. Johnson from capsizing, why that puts another face on

the matter, but if Mr. Wolcott worked his legs and tested his wind in "aiding" Mr. Johnson, then we think it unkind to belittle the "aid's" efforts and give all the glory to Mr. Johnson. It is a very funny mix, and we thank the Orange Wanderers for giving us a little harmless amusement.

WE are aware that every organization has a right to formulate its own rules and run its own affairs. While we admit this we also claim the right to fairly criticize any rulings or decisions that to us seem "queer."

In May last the New York and New Jersey Road Racing Association held its annual team race, the result being a tie between certain members of the Kings County Wheelmen and the team of the Hudson County Wheelmen. The tie was ordered to be run off, and by some system of reasoning it was ruled that the changing of the personnel of a team would be permitted.

We have given the matter a good deal of thought and we can only come back to the conclusion that if the ruling of the association is correct, then in a supposed case of a dead heat between Rowe and Howell, the run off could be decided by a race between Wood and Crocker.

For our part we think that the association should have insisted that each club present the same men at the start for the run off as they did in the race of May 30 last. This ruling might "work hard" in some cases, but it is none the less sound justice.

OFFICERS OF THE BUFFALO TOURNAMENT.

GENERAL Director—Henry E. Ducker, Buffalo, N. Y.
Referee—Howard P. Merrill, Springfield, Mass., cycle editor of the Union and Referee of Rowe's rides against time.

Judges—T. J. Kirkpatrick, President L. A. W., Springfield, Ohio; Geo. R. Bidwell, Chief Consul New York, New York City; W. S. Bull, Vice President L. A. W., Buffalo, N. Y.; Chas. H. Potter, L. A. W. Racing Board, Cleveland, Ohio; Harry H. Hodgson, Chief Consul Louisiana, New Orleans, La.; C. H. Luscomb, Park Commissioner, Brooklyn, N. Y.; Thos. Stevens, Round the World cyclist, New York City; Chas. A. Pyne, Manager Woodstock A. A. A., Ontario, Canada.

Starter—Geo. M. Hendee, champion of United States for 1883, 1884 and 1885, New Haven, Conn.

Timers—J. H. Isham, Buffalo Bicycle Club, Buffalo, N. Y.; H. D. Corey, Massachusetts Bicycle Club, Boston, Mass.; and three others to be named.

Clerk of Course—Will L. Fuchs, Ramblers Bicycle Club, Buffalo, N. Y.

Assistant clerks—Albert F. Reiman, Ramblers Bicycle Club, Buffalo, N. Y.; W. O. Graham, Ramblers Bicycle, Buffalo, N. Y.

Scorers—Louis Bruch, John Hauenstein and C. G. Wanenmacher, Ramblers Bicycle Club, Buffalo, N. Y.

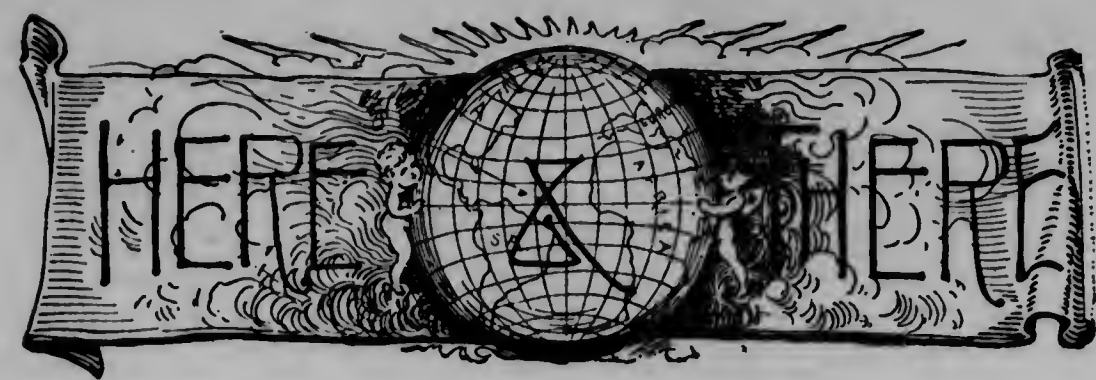
Police—John J. Wirtner, Edward F. Dold and Frank R. Schwinn, Ramblers Bicycle Club, Buffalo, N. Y.

Umpires—Geo. C. Laub, Otto Schmidt, Andrew L. Prentiss, Geo. C. Kempe, S. J. Kelley, and Jos. J. Kane, Ramblers Bicycle Club, Buffalo, N. Y.

Press—Louis H. Rathmann and Geo. J. Buchheit, Jr., Ramblers Bicycle Club, Buffalo, N. Y.

"WHEN doctors disagree," etc. The Wheel and Cycle Trade Review seems to think that the Bi. News back-down on the record question is "fair minded and manly." We, on the contrary, expressed ourselves otherwise. All credit is due Mr. Prial for his successful efforts, but the names of the officials were appended to the account of the events, and certainly the editors of the American cycling press had vouched as to the reliability of the timers and checkers.

HELLO! here's work for the L. A. W. Racing Board: "There are more professional athletes in Oregon than there are in any three States in the Union. Every man (and there are seventy of them) who took part in the late Fireman's Tournament is a professional athlete in every branch of sport, for the simple reason that they competed for cash prizes; also competed against professionals. We could publish a list of several hundred professionals in this State, in fact the woods are full of professional wheelmen, sprinters, rowers, jumpers and athletes generally."—Siftings.



BUFFALO.

"MERCURY."

THE Ramblers' World's Tournament continues to be the leading topic among cyclists and others. Bills are being posted in and about the city and in neighboring towns proclaiming the coming of the leading lights of the cycling world. The track is nearing completion, and every day brings in a rider who will get himself in trim to try his speed with other flyers for September. Large crowds visit the track daily, watching the progress of the work. The Ramblers have invited the racing men training in this city for the tournament to make the Rambler Club rooms their headquarters during their stay in the city.

THE Ramblers' raffle for an American Light Champion took place July 7th, N. G. Armstrong holding the lucky number, 161. Quite a handsome sum was realized.

AMONG the local wheelmen who will try conclusions next September are: A. G. Schack, Dan'l Milly, W. B. Toulmin, Campbell brothers, Frank Holland, F. A. Brinker, Edw. Dole, Geo. Laub, Edw. Dietzer, E. G. Messing, and others.

AN amusing application for space at the coming exhibition was shown me the other day. It had this statement among others: "My occupation is Saloon and Dancing Hall." Arrangements are now being made to exhibit this "curiosity" during the world's tournament.

THE annual 100-mile road race for medals offered by the Bicycling World, to be run on September 7th, will have quite a number of participants. The more, the merrier; so let 'er go, Gallagher. A better road than the one between Buffalo and Erie for such a race can't be found.

THE Ramblers Bi. Club, under the command of Captain Hauenstein and Lieutenants Edw. Dietzer and W. O. Graham, captured first prize for drilling at the Aurora Fair tournament. Campbell won first prize in the free-for-all race, and Toulmin won first prize in the novice race. Both are members of the Ramblers Bi. Club.

THE cycling editor, in a recent issue of the Sunday Express, doubts the truth of my statement, "The Ramblers will have exclusive use of the track after the tournament." I refer him to Henry E. Ducker, a member of the Ramblers Bi. Club, and manager of the Ramblers' World's Tournament, who made that same statement. The Ramblers, with their usual liberality, will no doubt invite the Buffalo and other clubs to use the track.

At a meeting of the Buffalo Club a resolution was passed inviting the members of the Ladies' Bicycle Club to hold their meetings at their club house, and also resolved to tender the ladies the privileges of the club house and gymnasium exclusively between 9 A. M. and 12 M. daily. The invitation was accepted with thanks. I predict a prosperous future for the Ladies' Bicycle Club, and say with old Rip Van Winkle, with a slight modification, "May it live long, and prosper."

NEW JERSEY NOTES.

"RATCHET"

You make a slight error, Mr. Editor, in saying that the teams which run off the tie in our road race were identical with those which started on Decoration Day, except that Eldridge, of the Hudsons, took the place of Baggett. The Decoration Day teams were Kluge, Baggett, Stenken and Gubleman, for the H. Co. W. and T. J. Hall, T. L. Wilson, T. Beazley and W. C. Marion for the K. Co. W. On the Kings Co. team Harry J. Hall, Jr., took the place of W. C. Marion. These two changes will cause the sporting world to grin whenever any of its members are asked how a tie should be decided. The next thing in order will be, when Maud S. and Jay-eye-see have trotted a dead heat, to put Howell and Rowe on the track to decide which horse is entitled to the race.

MR. AND MRS. CHARLES BURKHALTER and Dr. and Mrs. R. M.

Sanger, of the Orange Wanderers are to take a three weeks tandem trip in Northern New York and the Adirondacks. The whirling wheels will be set in motion at Troy, N. Y.

RAYMOND G. HOPPER of East Orange has gone to the Adirondacks for a three weeks' stay.

THE Hudson County Wheelmen will run to Eagle Rock to witness the Wells-Greenwood climbing contest.

MR. AND MRS. E. M. BREWSTER and Mr. and Mrs. E. M. Allen of Walnut Street, East Orange, took an all-day tricycle run to Long Branch, on Saturday, (21).

THE chances in the Wells-Greenwood contest on Eagle Rock, which take place on Saturday (28) are being pretty freely discussed and very slight odds are offered on either man.

JOSEPH DAVIS, of Davis Brothers, the popular Orange and Newark caterer, who is well known to cyclists, will sail for Europe, August. He will be abroad about two months in search of rest and recreation.

J. N. CORNWELL, of Pamrapo, and one of the Hudson County Wheelmen, recently made an extended tour through Pike County, Pa., and from Port Jervis to Dingman's Ferry. The latter trip was made via the State natural macadamized road.

A ROYAL Salvo ladies' bicycle, which was on exhibition in a Newark window for a week or no, attracted a great deal of attention from the fair ones. It will not be many moons before our Newark and Orange ladies will throw over their three-wheelers and take to the bike.

Now that our "chewing gum" flyer from Washington has returned to his native heath, A. B. Rich is said to be training for a fresh appearance on the racing track, and Kluge and Windle are in the pink of condition, the cycling world ought certainly to be treated to some fine amateur racing this fall.

THE opinion of the "knowing ones" is that Kluge has purposely allowed himself to be defeated in his races this season, intending to spring the "whirlwind act" on the public at the big fall meetings. On one point all are agreed, and that is that if Crist cannot beat 2.34 he will not take Kluge's scalp.

THE most extended trip taken by any of the members of the Hudson County wheelmen this season, was arranged for a party of four, and included a trip up the Hudson, across to Rutland, Vermont, and thence through the Berkshire hills and the Connecticut Valley home. George Earl, one of the party, could not get away, but Theodore Merselless, Dr. Benidict and Dr. Eveland, started on Wednesday (18) at five o'clock, and have been heard from frequently. They are having a good time, and will reach home on Saturday (28).

ST. LOUIS.

"LINNEUS."

KLIPSTEIN and the Little Nicol Base Ball Club got back from their trip to Lake Maxinkuku last Saturday, bringing with them a fine set of photographs of the entire party in various picturesque attitudes. Klipstein states he had a grand time, and is lavish in his praises of the treatment received at the residence of H. H. Culver, Esq. On the way home the party stopped at Effingham, Ill., and took in the races there. Of course the "Only" had to give an exhibition of fancy riding, and was introduced as "Professor" Klipstein, which title has stuck to him ever since. The Culver mansion is surrounded by a large plot of ground, and the proprietor promises to lay out a five-lap cycle track thereon, in fact the track already exists—on paper in Klip's office.

WALTER WYLIE, ex-Captain of the Cycle Club, was taken down with typhoid fever some weeks ago and for a time was very low, but is now on the road to recovery. E. N. Sanders, the present Captain, visited him last week, and as a consequence was also stricken with the disease, and I understand is a very sick man.

E. A. SMITH, if he keeps up his present gait, will surely capture the Missouri Club's cup for mileage again this year, and it will become his property, having been won twice in succession. I understand he is keeping up his riding in a way that will bring each month's aggregate near four figures. He will also accompany Percy Stone to Buffalo, and take part in the amateur events.

E. N. MAYO was run over by a farmer about a month ago on Solomon's Hill. His cycle was smashed and he sustained bodily injury. His father at once brought suit for damages and a few days the suit was compromised for \$200, and the granger agreed to buy a new cycle for Mayo. This is indeed a big victory for our wheelmen, and the road hog will in future be more careful in running down cyclists.

THE hot weather and the absence of Captains Sanders and Lewis have had the effect of keeping riding way down to the minimum the present month. Hal Greenwood truly stated to the writer some time ago that if the boys did not get up and shake themselves the riding reputation of St. Louis riders would suffer. Great things were expected of Ab. Lewis when he was made Captain, but for some reason he never succeeded in getting the men on the road in the way ex-Captain Brewster did. The Missouri Club's Mileage Committee is in a bad way also in as far as reports are concerned, not one report having been made since the committee was appointed.

HAL GREENWOOD, the present champion hill climber, leaves for New Jersey to-night to engage in the second series of hill-climbing races with John A. Wells. In this connection I wish to state that I got the following reply relative to the length and grade of Kimmswick hill from Surveyor Dover. I think, however, he is mistaken as to the hill meant, as Kimmswick Hill is way beyond Antonio: "Dear Sir: I examined the profiles of the hill north of Antonio and find the grade shown by profile to be nine feet; length of hill, 1100 feet. I was not commissioned when that road was built, it has been worked and patched up considerably since, so that it is not a regular grade now, but the profiles show nine feet to the hundred." I will write again and try to get the desired information. This man is mistaken. This is not Kimmswick Hill.

PENNSYLVANIA.

"ARIEL."

HAGERSTOWN loses an enthusiastic wheelman and a royal good fellow in the removal of Mr. Wm. H. Dotter from that delightful little town to this city, last week. The Hagerstown club elected Mr. Dotter an honorary member and gave him a rousing sendoff, with a large delegation at the station to bid him farewell. Rumor has it that not a few of the Hagerstown girls would like to have been there, too, had they only dared. Now, that Will and John are together again, the "two D.s" on the road will be a familiar sight, as of old, needing only Potter to complete it.

WONDERFUL are the changes which one year can make. Of the seven members of the Ariel Wheel Club, who rode to Washington and the Maryland Division Meet, last June a year ago, but one remains in Reading—Hoffman. Collins is in Newark, ex-Captain Smith is in Detroit, Potter is cussin' the roads around Streator, Illinois, and W. H. and J. C. Dotter and Crowther are in Philadelphia.

LARGE delegations from all the local clubs wheeled to Norristown, yesterday, visiting Camp Adam Slemmer of the First Brigade, at that place. Fully fifteen thousand people from this city went up to camp yesterday, and the cyclists had to pick their way. Pennsylvania and the Century had the largest representation, of course, but all the clubs were there. Mine host at the hotel had his hands full, and lucky was the man who was fed at the first table. The weather was beastly hot and "dripping at every pore" was no misnomer.

NEW YORK AND

LONG ISLAND NOTES.

"WING FOOT."

It is becoming more and more certain as the season advances that this is the monumental year in the history of cycling, as far as records go. Hardly a week has passed, in the course of which we have not had more or less rain, and the roads, especially on Long Island, have never been known to stay rideable so far into the summer.

KINGS COUNTY WHEELMEN are down for a run to Pompton, N. J., for next Sunday under the pilotage of Messrs. Hobson and Douglass.

THE Brooklyn Bi. Club have 34 names down to visit Massapequa tomorrow night to participate in the hop tendered them by the management of that already popular resort.

"WILL" BUNTING, a former prominent member of the Massachusetts Bi. Club, and one of Captain Peck's party of New York tourists last July, is living in Flushing this summer, his business having called him to the metropolis to reside. The rumor that he, when young, was the original "Baby Bunting," is erroneous.

THE Manhattan Bi. Club held a very successful anniversary reception at their new club house in West 70th Street last Friday evening. After an address by their President, Mr. J. M. Warick, a literary and musical programme was rendered, followed by dancing and a collation. The Manhattan's home is a model of neatness and convenience, and is situated so near to the Riverside Drive as to be practically on that famous thoroughfare.

THE race meeting of the Huntington Bi. Club, which takes place August 3d, will attract a large number of wheelmen from the twin cities and elsewhere. The headquarters will be the Huntington House, kept by popular Jesse Smith. You can get one of the finest dinners on the island for 50 cents. The races will commence at 1.30 P. M. Following is a list of the events: Half-mile dash, one-mile novice, two-mile, 6.45 class, one-mile, open, one-mile, Club Championship, three-mile handicap, open, three-mile team (3 men) open, consolation. After the races a ball match will be played, between the Suffolks, of Huntington, and the Cuban Giants.

KANSAS CITY.

"MENTOR."

KANSAS CITY is to have a two-days tournament this fall, the latter part of September. It will be under the care of the Exposition management and will be given in connection with the Exposition. The United Wheelmen will have charge of the meet. The track is to be constructed, and it is stated that it will be a fast one. The prizes will be liberal, and every inducement will be offered to secure a big attendance of wheelmen. The United Wheelmen will entertain the visitors. At the last meeting of the club Messrs. L. S. C. Ladish, J. A. De Tar and Harry G. Stuart were appointed as a committee to represent club in all matters regarding the races. Mr. Ladish was formerly editor of the *American Wheelman* and has successfully conducted two road races at Clarksville, Mo. The above is a sufficient guarantee of the success of the coming tournament.

AN effort will be made to have the Missouri Division hold its annual meeting in this city during the races. If it meets here, arrangements will be at once made for the entertainment of the additional wheelmen.

EVERYBODY is delighted with the idea of having a race meeting here and the flyers state they go into active training Aug. 1.

ALL the races will be short, one mile and under, with the possible exception of a three mile state championship. The programme will be made up of every variety of races.

THE United Wheelmen have formed a drill corps for the purpose of giving an exhibition during the race meet.

PROGRAMMES of the meet will be forwarded to Wheelmen in Iowa, Missouri, Arkansas, Nebraska, Kansas and Colorado in a very few weeks, and will give in detail the events of the meet.

SHOULD anyone want immediate particulars of the meet, address L. S. C. Ladish, United Wheelmen, 816 Central Street Kansas City.

NEW ORLEANS.

"BI."

OUR Liberty Bill got as far as the Judiciary Committee and there it died, died without one friend to ease its expiring spasms. But such is life! The rural members of the committee couldn't see the necessity of a law for "them 'air velocipees," and killed the bill dead'n Hector, with naught but the discomfiting epithet, "useless legislation," tacked to its headboard. This blow is all the harder to bear because of its unexpectedness. Everything betokened a safe and easy voyage for the bill through both houses, and it was with a sad, sad heart that the news came to us. But we are not discouraged. Two years hence, at the next session of the Legislature that same little bill will be brought up, and if it's in us, we'll put it through or know the reason why. Two years is a long time to wait, but you have heard it before, that "everything comes to him who waits." We'll wait.

THE twenty-four-hour fever has broken out again, and several aspiring ones are billed to give the present local record of 166 miles the go-by before many moons have waned. J. W. Dodge led off on the 21st.

THE State sub-division held a meeting last week and recommended the present able incumbent, Harry H. Hodgson, for another term at the Chief Consuley, and also took steps looking towards the holding of our regular September tournament.

NEW ENGLAND.

"THE FOTTIST."

PRESIDENT C. A. UNDERWOOD of the Jamaica Plain Cycle Club is to be congratulated on the safe arrival of a prospective tricyclist. She is yet too young to take her first lesson, having only made her formal entry into this world of woe about a week ago. We are happy to state that Mrs. President Underwood and the young lady are doing nicely. The President

himself is happy and properly proud. We extend to all concerned our heartiest congratulations.

COTTAGE CITY, Massachusetts Division, August 2, 3, 4.

THE Hyde Park Club are going to have a cycle tournament at the Readville trotting track August 25.

MR. AND MRS. ELLIOT MASON are touring through Connecticut on a tandem. They are expected in Great Barrington during this week.

NEWS from the Cambridgeport Club, dated on board the Fleur de Lis at Digby, N. S., July 20, reports "all well and having a fine time."

THE path between Holyoke and Northampton is nearly finished. It will cost \$600, all of which has been subscribed and paid. Pope and Overman between them subscribed \$100.

THE wheelmen located at Warren and Bristol (R. I.) have had a fine path laid between the two towns which is about three and a half feet wide. The expense was shared equally by the two clubs.

KENNEDY-CHILD is back in Boston and his old friends are glad to see the versatile youth. We understand "the Child" has accepted a position with a Boston concern, and will make his home here in the future.

WHILE Mr. E. A. Black of Frankline Falls, N. H., was strolling along the sidewalk of that town he was run into by a sidewalk fiend. Mr. Black was severely bruised and a cane he carried was smashed to atoms. We are sorry to say we cannot chronicle the arrest and punishment of the rider.

THIS is the last issue that will reach our Massachusetts Division Meet at Cottage City. We append below the excursion fares to Cottage City and return. Boston, Lowell, Fitchburg and Framington \$2.50 round fare. Walpole \$2.30 round fare. Attleboro' \$2.00. See our issue of July 13, page 225, for particulars.

REV. L. H. HALLOCK, of Portland, Me., while riding on his bicycle on Commercial street, last Tuesday, had a narrow escape from death. By some means he got on to the Grand Trunk track in front of a train that was coming along. By throwing himself off his machine he managed to clear the track, but the bicycle was run over and demolished. The railroad track is not the safest place in the world to indulge in cycling.

THE members of the Boston Bi. Club that went down on Saturday to Great Head Mass. report the most hospitable treatment at the hands of their entertainers, the members of the G. H. Yacht Club. The club-house was handsomely decorated, and nearly 300 of the cottagers of the vicinity participated in the dancing. Rain prevented the water excursion. Sunday a dinner was given, at which Kennedy-Child presided. The toast to the "clubs," proposed by Dr. Kendall, was heartily applauded. Speeches were made by Messrs. Chadwick, Robinson, Tombs and others.

NEWS

AND COMMENT.

W. WOOD has been interviewed by the press in regard to the charge made by Rowe that Wood, while riding his match races with the Lynn man used foul language. Wood denies the charge, but admits that in the excitement of the last lap and under the impression that Rowe was riding wild, he possibly *did* use strong language. Mr. Wood's charge that the accusations of Rowe were instigated by feelings of disappointed and "defeated man," come with a poor grace, from the fact that Rowe had just beaten Wood when he was knocked over.

BINGHAMTON, N. Y., tournament August 2 (see advertisement).

MORGAN and the American team will sail August 11 from Liverpool on the Steamer Urania.

ROWE will leave for Buffalo at once. He will be in charge of Fred Alley as trainer.

THE parties who stole the tandem from W. W. Frisbie of New York have been caught and are under arrest.

FRED WOOD and Temple will come together at Leicester July 28th in a quarter-mile, half-mile and one-mile race.

MESSRS. FLEMING and Bromly, the Philadelphia to Indianapolis tourists, report progress, but bad roads in some sections.

GEORGE B. THAYER has arrived in Scotland. He ran across James G. Blaine and the Carnegie coaching party.

THE date of the Michigan L. A. W. Division meet at Grand Rapids has been changed from August 11th to August 18th.

GEO. HENDEE is once more an amateur with partial privileges, he having agreed to abandon the racing path for good and all.

CYCLING in Baltimore has experienced a boom since the meet, and the application for club membership is larger than ever before known.

HOWELL has been presented with a handsome gold medal by Mr. Geo. Woodcock, of the Rudge Co., in commemoration of his victory over Rowe.

THE main building of the Buffalo International Exposition, which is to be held, on September 4th to 14th, will be larger than any other fair building in the world.

WHILE Dallett was making pace for John A. Wells last week he collided with a large St. Bernard dog. Dallett was badly bruised but the St. Bernard has not been heard from.

OREGON *Siftings* very cruelly insinuates that Prince Wells, in his five-mile race vs. horse at Seattle the other day, "very conveniently fainted" when he found that the horse was doing him up.

AS soon as the Buffalo track is open, Windle, McCune, Foster and Midgeley will go into training there. Corcoran will look after Fred Foster. Daniels will look after McCune and Midgeley.

A. H. OVERMAN sailed on the German line steamer Ems last week Wednesday, the 18th. He will stay in England for about three weeks, and he will be back in Boston by the first part of September.

MR. PAGE, of the St. Louis *Spectator*, wants "marked copies" of our issues in which we go for the hoodlum element. We are sorry to hear that the eyesight of our worthy and "amiable" co-laborer is failing.

WE wonder why it is that some re-instatements have been made with privilege to race, while others, for instance Geo. Hendee, are only re-instated on the assurance that he would not in the future race?

KENTUCKY is now afflicted with the "sidewalk fiend" question. The *Courier Journal* makes an earnest appeal to the good sense of Louisville wheelmen not to use the sidewalks of the cities and towns.

H. R. H., the Prince of Wales, in his capacity of Royal Granger, has opened the gates of Hyde Park, London, to cyclists. The fact that Hyde Park has been forbidden ground until lately has always been a thorn in the side of the London riders.

WE are in receipt of an excellent lithograph representing a birds-eye view of Buffalo, Niagara Falls and vicinity. The lithograph shows the railroad system of Buffalo. The title of the picture is "All roads will lead to Buffalo in September."

WHEELMEN can get the best accommodations for one dollar and fifty cents a day at the Prospect House, Lugoon Heights, Martha's Vineyard, for the coming Massachusetts Division meet, by applying at once to J. W. Thompson, Proprietor, by letter or telegram.

A PARTY of South End Wheelmen and Pennsylvania Club men had a little brush on the road between Philadelphia and Morristown. It was closely contested on both sides, but Pennsylvania had the best of it, as her men were all fresh, while the South End were somewhat fatigued by their previous ride.

THE question of amalgamation between the Germantown Club and Century Wheelmen, as mooted some time ago has at last been abandoned. It is now an open question among the members of the Germantown Club whether they will continue the expense of head quarters or not.

LAST week *Bi. News* gave the Buffalo tournament quite a nice send off. This week the same paper "lays for" poor Ducker, and like the cow, kicks over the pail that held the milk it gave. Mr. Hillier gives it out as a possibility that he *may* come over, but if he does it will not be under the auspices of Mr. Ducker.

WE have a letter from Mr. W. D. Sheriff, a deaf mute of California, Mo., in which he desires all deaf mutes who would like to race at Buffalo next September to address him. Mr. Sheriff says he wants the pledge of at least eight entries. Deaf mutes aspiring to racing honors will do well to address Mr. Sheriff as above.

EX-CAPTAIN ROBERTS and Captain Supplee, of the Pennsylvania Club, when last heard from were up on Lake Erie and at the Falls. Near Ithaca, N. Y., one of their bicycles was badly damaged by a frisky colt and they had to finish that day's tour by wagon, telegraphing for another wheel to be expressed from Philadelphia.

A BROOKLYN woman has invented a series of questions which

Who was at the last League Meet but admitted that

The American Rambler

was the King of the Rear Drivers?



Certainly the crowds constantly surrounding it demonstrated that it was the centre of attraction.

Its salient points are obvious. By placing the reacting spring, whose effect is self-evident, between the rider's body and the rear wheel, the necessity for the spring at the front, with its manifest erratic steering is dispensed with, so that in the RAMBLER we offer a rear driver that one

Can Ride and Coast Hands Off.

It is the lightest, too, of them all, and of the highest possible grade, and what is just as gratifying is the fact that we are now booking orders for August delivery.

Price, Standard Finish, \$120.00.

Catalogue on application.

CORMULLY & JEFFERY MFG. CO., - - - Chicago, Ill.

Largest American Manufacturers of Cycles and Sundries.
For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

Patented Feb. 15, 1887.

All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

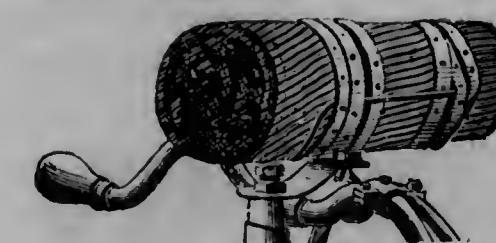
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BUTCHER CYCLOMETER CO., Our Spoke Cyclometer.

6 and 8 Berkeley Street,
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SENT FREE BY MAIL ON RECEIPT OF
PRICE, . . . \$5.00.

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CUT THIS OUT and show it to your fellow wheelmen. It will not appear in every issue. Do you want a \$10.00 or \$5.00 Cyclometer? We will send you one Free, any make you desire, and this is this is the way we propose to do it: Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

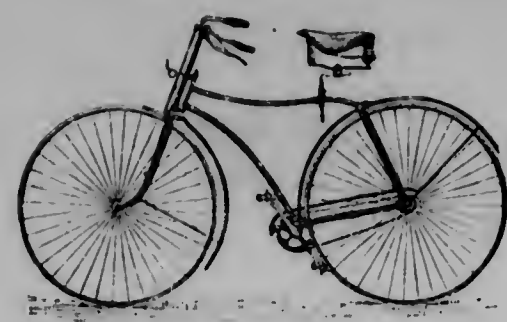
within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a \$10.00 Cyclometer. The numbers will be thoroughly shaken again, and a second number drawn, the lucky holder of which will secure a \$5.00 Spoke Cyclometer.

Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it. Free. Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman needs a luggage carrier. There is none equal to the "Ross Improved," fits either crank, Star or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes.

Carriers finely made and nickeled. Price only \$1.00. By mail \$1.10. In ordering be particular and state name of wheel and year of manufacture.
J. C. TRAVIS, Sole Manufacturer, SUCCESSOR TO C. H. ROSS & CO.

P. S. All dealers should carry the "Ross Carrier" in stock. Send for descriptive circular and price.

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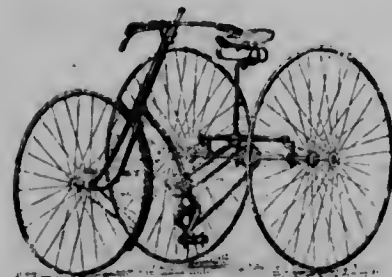
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SUPERIOR FINISH.



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FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.

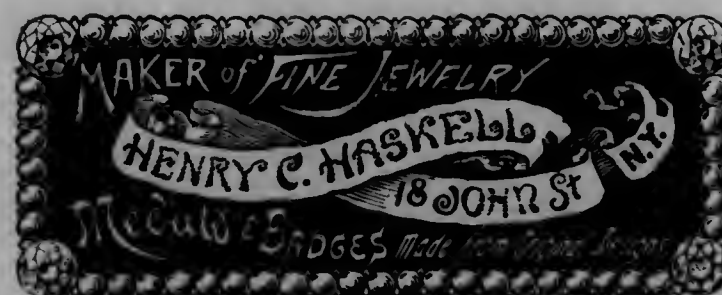
BICYCLE AND ATHLETIC GOODS.

The KINGSTON KNITTING CO., - - 27 Kingston St., Boston, Mass.,

Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited.

KINGSTON KNITTING CO.



Correspondence invited.

THE NATIONAL A HIGH GRADE BICYCLE.

GERMANY, THE RHINE AND HOLLAND.

BY THE "SENATOR."

she says every wife should ask her husband, who has been "down to the club," and if he fails to give the correct answers the dear one will know that he is wandering in fields of imagination. She kindly offers to exhibit the series at the Buffalo International Fair in September next; so every husband will probably attend the exhibition with a pencil and note book, and come away ready to answer them even when he is half asleep.

L. A. W. 1513 writes from Cincinnati: "Sunday, July 22d, the Crescent Wheelmen, of Cincinnati, made a trip to Brookville, Ind., and back to Harrison for dinner, a distance of sixty miles. They were very joyfully and hospitably received by the Brookville Cyclers, which club accompanied them back to Cedar Grove and then on to Harrison. After a good meal each club left for home, we arriving at Cincinnati before six. We continued to ride through the city, finishing up ninety miles for the day. We then went home to take a good supper and a long (?) rest, thoroughly satisfied with our 'record' for the day."

It will be remembered that in late issues we printed the particulars of the Chase-Paul catastrophe and the sentence passed by Judge Montgomery on Chase. In brief, it was proven that Chase, through criminal carelessness while riding on horseback, ran down Prof. Paul and causing his death. The jury found manslaughter, and the sapient judge gave Chase thirty days in jail and a fine of \$200. We are pleased to notice that the papers of Washington are expressing indignation at the ridiculously light punishment. The Post of that city interviews business men on the subject, and it gives over a column of short interviews, in which universal condemnation of Judge Montgomery's action is expressed.

The authorities of Millville, N. J., have issued the following ordinance: Section I, Be it ordained by the Common Council of the city of Millville, that no person shall be permitted to ride or propel over or along the sidewalks of any of the streets or roads of the city of Millville, any bicycle, tricycle or pushcart, and every person or persons so doing and offending shall forfeit and pay a fine of five dollars for each and every offense, to be recovered with costs in an action of debt in the name of the Treasurer of the said city, before the Mayor or any Justice of the Peace of the said city, for the use of the city. Section II, And be it ordained, that this ordinance shall take effect in twenty days from the date of its publication, after being approved by the Mayor of the city.

A WESTERN rider writing Mr. Henry E. Ducker says: "Knowing the hearty interest you take in all things relative to the bicycle and the sport in general, I send you herewith—not for the purpose of discouraging you, but rather to show how Springfield, the mighty, has fallen since your departure from here—a few wild flowers plucked from the Springfield track. With what emotion I stood on the weed grown track, and, sadly enough, gazed upon the ground where so many invincible records have been made, I shall not dwell, suffice it that of all that was but a fragment is left. It is no hard matter to observe now that all previous interest taken in cycling was buoyed up by the tournament only, and I for one am hoping for the day when Springfield will regain her lost position as a racing centre. I note the great interest in behalf of the Buffalo tournament in my travels in the East, and feel quite sure of a large contingent visiting you in your latest effort this fall."

The cycling editor of the Pittsburgh Bulletin seems to be very much exercised over the fact that the WORLD, the Wheel and the Spectator have taken such a firm stand against rowdism in the ranks of the L. A. W. The Bulletin man thinks we ought to stop, as capital enough has been made of it. Can it be possible we have been stepping on the Bulletin man's toes? We are flooded with letters from L. A. W. members commending our action. We shall not have space to print them all, but we shall pick out a few and publish same. Instead of "dropping" the subject we intend to continue as occasion may require, a vigorous crusade against the hoodlum contingent and its defenders. As for the Baltimore affair, enough has been said by us, to warn the past offenders that a repetition of their antics will not be tolerated. As for our Pittsburgh scribe, we are sorry for him that his toes happened to be under our and our contemporaries' heel of condemnation.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

The bench show of dogs at the Buffalo International Fair in September will probably be larger than that held annually in New York. We suppose the usual number of St. Bernards will be there with their blankets and their bottles of cough mixture, and their owners on hand with fresh stories of how the animals make pilgrimages every year to the Alpine mountains and rescue travelers in the snow.

My last was written amid the tolling of bells denoting another German Emperor and King had joined the spirits of his fathers and the hosts of the departed, and staying in Berlin until the day of the funeral obsequies, I arose early, and in company with my two friends, Woodside and Temple, and two American students, Messrs. Barnett brothers of Montgomery (Ala.), at 4.30 boarded an early train for Potsdam, in order to see how royalty and a nation care for their departed rulers, or their inanimate clay. It was nearly six o'clock as the train steamed into the Potsdam "Bahnhof," and after a short street car trip we found ourselves in the Central avenue (or Strasse) through which the funeral cortege passed. Already at this hour the windows, house tops, trees, reserved seats, and every point of vantage was taken up, and having a little reportorial work to do for a Welsh journal, Temple and myself paid one dollar for the privilege of standing (and sitting at times) on a stool. Having a copy of "A Tramp Abroad, by Mark Twain," in my pocket, the stool was of immense advantage during those four hours, with an empty stomach in a tropical sun waiting for the procession to appear, which it did eventually at eleven o'clock and not nine, the supposed official time by announcement. Before leaving the hotel I had suggested to the "boys" that they had better bring some lunch along, as "coffee" (?) is the only blessed thing that you can get in a German hotel in the early morning, a fare your Britisher or American would sneeze at. Well, we paid dearly for our lack of foresight in regard to the comforts of the inner man, as everything good, bad and indifferent had been gobbled up by the locust-like crowd in Potsdam, which had been increasing all night. Even the succulent but

DANGEROUS BOLOGNA SAUSAGE

and sauerkraut was at a premium, a feed supposed to be inexhaustible in a German town. A keen shaft of hot and yellow sunlight found its way through the spreading branches of a friendly linden tree and down the back of my neck, causing me much discomfort, but at last a loud blare of trumpets announced some mounted troops, whose armor glittered with a brilliancy painful to the eye, warned me that the funeral cortege was moving towards us. Jumping on my stool with notebook in hand, I commenced a hurried observation of the theatrical and brilliant scene which was moving at my feet. Column upon column of the flower of the German and Prussian armies passed, with splendid bands, mounted on the most beautiful looking horses, bands playing funeral marches, and one hymn, "Jesus, Lover of my Soul," known to the civilized world found its way from column to column and band to band. This grand hymn was taken up by the soldiers and citizens alike, who sang it in German. To describe the military grandeur would encroach too much on your space, sufficient is it to say, although they tell me it fell behind the display at the Emperor William's obsequies three months previous, I question if there ever was a more brilliant yet mournful scene witnessed in Germany or elsewhere.

Preceding the funeral car, which was drawn by eight black horses, were the heads of the army and navy of Germany, and the strategic Moltke and Von Blumenthal walked abreast, followed by many lesser but still "big guns" in the military and civil government of Bismarck and the Kaiser. I put "Bizzy" in front, for it is generally acknowledged that the latter says "do it" and it is "done" by the German monarch, although Frederick III, if he had lived, I question if that liberal-minded monarch would have stood the "Iron Chancellor's" bidding at all times. Following the car walked the new Emperor, a manly looking young fellow, with one arm unfortunately hanging limp out of its position in the military coat. On one side walked Albert Edward, Prince of Wales, looking the thorough sporting gentleman he is said to be, and on the other side marched the King of Saxony, making the trio of mortals who will help to make history of monarchs in the future. Kings, Princes and Dukes followed at wholesale, with the high dignitaries of church and state. To the credit of the Germans be it said they mourned the loss of a ruler who promised well, sincerely and truly, and a more earnestly sympathetic concourse can not be seen. I was a little hungry when we reached Berlin again at 2.30. The officials of the railroad switched our crowded train off on another line a full half hour, in order to allow a fast special

TRAIN OF "BLUE BLOOD"

to pass, as our train was travelling at the terrific speed of nearly twenty miles per hour, and as Mark Twain puts it "was perfectly safe." Well, we don't see a royal funeral every day, so I thought we would just run down and see how Kings start out for heaven.

The event alluded to above, knocked all our continental operations as far as Germany was concerned into the proverbial "cocked hat," and our eight German engagements were cancelled, so we set our faces towards the Main (Frankfurt) as we had a little touring in

view, by train and boat. Leaving Berlin on the 18th (evening) we arrived in Frankfort the next morning, and were received by Henerich Kleye, the largest cycle dealer on the Continent, and escorted to his splendid offices, salesrooms and factory. After looking over the fifteen hundred wheels (in stock) the manufactory and elegant offices; breakfast and a drive around Frankfort were in order, and many curious, old-fashioned and also stately edifices were seen, so was also the hotel where Prince Bismarck and Jules Favre signed the peace document which was the final act of the French and Prussian war. Having read and heard so much of the famous Heidelberg Castle, and same being only fifty miles by rail, twelve o'clock found us flying towards the old castle, passing through Hesse-Darmstadt en route. On arriving at the point aimed at, a guide who spoke sixteen languages (English being one) we did not question him further as to the other fifteen, but plunged into dissipation, or up a very steep hill I should say, and a right good down-pour of rain rewarded our temerity, and made our guide swear in the other "fifteen," of course, not knowing Woodside understood "Irish," Temple "Hebrew," and myself "Welsh." The latter tongues may safely be classed among the dead languages, however, as far as our party was concerned, as we talk United States.

(To be Continued.)

THE ROWDY ELEMENT.

A SAN FRANCISCO VIEW.

Editor Bicycling World: Your recent remarks on "North End" rowdy manners, had a very timely application in San Francisco. The annual meet in Stockton, on the Fourth, was an orderly, interesting and in every way creditable affair; but the conduct of a small portion of the wheelmen late that night in the town and going and returning on the boats, was worthy of our Tar Flat hoodlums. Sleep was impossible on the boats. Even the loudest noises, the tooting of horns, the discordant singing of silly songs, "and the loud laugh that spoke the vacant mind," would have been endurable until midnight, and pardonable as a natural excess of youthful spirit on a holiday jaunt; but there was no cessation of noise nor "pranks" until morning. All night long there was tramping of feet on the decks and the clink of coin and "I call you," in the cabins. Benches were upset, oaths were bandied, stateroom blinds were rudely torn open, and the reclining (not sleeping) wheelmen and excursionists were greeted with shrill blasts from a trumpet or whistle, or a yell from a stout pair of lungs. The general disorder and ruffianly disrespect could not have been greater had there been no ladies aboard.

After the exhibition and dance at the pavilion, several leading wheelmen started out on "a tear," and, after imbibing freely, they "tore" down picket fences, overturned signs, broke windows, and otherwise deported themselves as hoodlums. The police gave chase, and the brave bicyclers fled to their hotel, where all but one found concealment. That one was caught and promptly "jugged." It is said the police were instructed to arrest, at sight, any man wearing "rebel" shorts. Be that as it may, the wheelman who volunteered to bail out their imprisoned comrade did not venture on the street, until he had borrowed a pair of trousers from the hotel clerk.

The shameful conduct of these rowdy wheelmen cannot be dismissed with an apologetic, "Oh, well—well! boys will be boys." These "boys" were men; and in either case, they knew better. The decent majority should discipline this disorderly minority, or expel them from club and League. On this coast, at least, it is becoming a question whether a self-respecting wheelman had not better remain or become unattached, and conceal his identification with the L. A. W. Cannot something be done to correct this rowdy evil? Cannot the nine-tenths formulate simple rules of decent behavior, the violation of which shall result in the immediate and formal expulsion of the boisterous and lawless one-tenth?

ACHORNE.

FROM THE SAME CITY ON THE SAME SUBJECT.

Editor Bicycling World: I enclose a few notes suggested by an editorial of yours. I took to wheeling for my health and have been benefited; but I have been disgusted, not with the unseemly boisterousness, but with the disregard of law, order and decency, by a small number of wheelmen. Their conduct on the Fourth at Stockton was exemplary, but on the boats and cars, and at 1 o'clock on the morning of the 5th, it was very disgraceful. There are hotels which will not accept bicycler's custom, and in every suburban town a man wearing shorts is looked upon as "off color." I think the custom of appointing League hotels is responsible, partly, for the state of things. Too many wheelmen congregate at one hotel, and they dominate office, hall, and dining room, and in the

absence of restraint of the presence of the more numerous "civilians," the wheelmen, or the fraction with a not remote savage ancestry, quickly yield to their barbarian propensities.

Yours respectfully,

EDW. H. BACON.

AN APPEAL TO THE MEMBERS OF THE L. A. W.

SOME time since I noticed an item stating that Karl Kron, author of X. M. Miles on a Bicycle, was just ten thousand dollars behind on the venture. Now this "hadn't oughter be" for Karl Kron, in his way has done considerable to promote cycling; he is one of the "pioneers" of touring, and though not quite a Stevens, is deserving of the support of all wheelmen. I remember, when I first began to think of riding, that he was looked upon as one of the marvels of cycling, and hearing him talked about so much, and reading of his trips, had considerable effect in deciding me to become a cyclist myself, and I think that all wheelmen should be glad to keep him in the work that he has undertaken; so come gentlemen give him your support, and after all, what is required of you is a small thing, simply let each member of the L. A. W. buy one of his books, and the thing is done; and besides you are not giving your money away, but you get in return a work that as a book of reference and information is fully worth the price asked. I was one of the early subscribers, and I assure you that I am more than pleased with it, and I consider that I have had more than my money's worth of satisfaction out of it. I am not personally acquainted with K. K., so, do not write this from any personal motives whatever, but simply make this appeal from a feeling of justice. So let each member of the L. A. W. pitch in and purchase a copy of X. M. Miles on a Bicycle, and in so doing he will be paying a just tribute to an old and tried friend of the wheel.

3579

MESSRS. HALL AND WILSON AT THE HERKIMER, N. Y. RACES.

Editor Bicycling World: An article in your July 13th issue under the head of "New York and Long Island Notes" makes an unjust attack upon the Fort Dayton Wheelmen, and is erroneous in every respect. I trust, therefore, you will give the same prominence to a correction of the charges that you did to the article itself. The truth of the matter is this:

Messrs. Hall and Wilson, as stated, were entered for the Central New York championship, and their names were published on the programme. Previous to the calling of this race, Mr. Wilson received a fall in the three-mile event, but none knew better than himself that he was not fouled or otherwise caused to fall by any participant in the race, and I doubt if he authorized any statement to the contrary. When the Central New York race was called a protest was made as to Mr. Hall, and the judges were engaged in deciding the case when the gentleman referred to unceremoniously left the track, avowing he wouldn't enter the race anyway. In doing so he voluntarily, and of his own accord, withdrew from the race and forfeited his entrance, and the race was run. That "the management" refused to refund any entrance fee is a palpable falsehood, as no application for such refunding was made to me or any officer of the club. That the above gentlemen, or Mr. Crickton, their manager, received any ungentlemanly treatment is also bosh. We paid the needed attendants and proffered any assistance in our power, and would have gladly paid the expenses of the entire party here, had not this article been published in your columns. For substantiation of the above we can refer you to fifty persons who heard and saw the entire affair. Very truly yours,

GEO. W. NELLIS, JR.,

Captain.

Herkimer, N. Y., July 23.

KNAPP AND CROCKER AT THE 1-4 MILE ENGLISH RECORDS.

W. F. KNAPP started out July 10th, on the Long Eaton track, to see what he could do with the 1-4 mile record. Eck gave his man a good push off, but Knapp seemed slow in getting on speed. When he did get to moving he flew, and came flying home in the good time of 37 seconds, beating Duncan's record by 1 4-5 sec.

After this trial H. G. Crocker came out, with the same object in view. Eck did the pushing off. Crocker picked up quick and rushed along at a terrific speed, crossing the line in 35 4-5, being 3 seconds faster than the best English and within 3-5 of a second of Rowe's best at Springfield. The day was cold and from the fact that this is the fastest English time on record, the reputation of the "Yankee team," as fast riders, has gone up several notches.

LANCASTER PIKE RECORD.

ANOTHER record for the Lancaster Pike, although world's record was what had been aimed at. F. M. Dampman, of the Wilmington Wheel Club, on Saturday afternoon, covered twenty miles in 1 hour, 14 minutes and 50 3-5 seconds, beating the previous record held by Mr. Merrihew by 36 2-5 seconds. Messrs. Leisen and Merrihew paced Dampman, the latter bringing him over the tape at a rattling pace. Messrs. Johnson, Randall, Spain and Crowther were time-keepers. Wells and Middleton, on a tandem tricycle, started with Dampman in an endeavor to break the record for that type of machine, but after working themselves nearly to death discovered that the repairer who had been fixing the machine had tightened the bearings to such a degree that they had to give up the attempt as worse than useless.

ROAD RACING AT NEW ORLEANS.

THE Louisiana Cycling Club held its third handicap road race July 15th, for the medal offered by President Renaud. The course was from Lee Circle to West End, via Carrollton, a distance of eleven miles. The men who faced the starter and the handicaps of same are as follows: W. E. Hobson (handicap 4 minutes 15 seconds), E. M. Graham (2 minutes), J. W. Joy (1.30), W. M. Hathorn (50 seconds), M. S. Graham and R. G. Betts (scratch).

Betts at once went to work to cut down the handicaps, and so fast did he ride that by the time he had reached White Bridge he had assumed the lead and was never headed again. Having got in front, Betts rode as he pleased and won handily by a good 500 yards. Joy and M. S. Graham had hard luck, as both fell twice while riding. E. M. Graham fell once, and his pedal coming loose he stopped. None of the men were badly hurt. There is some doubt as to the time, it being reported by independent timers as being too slow. One of the official watches being decidedly off. However, as no world's records were broken or claimed, no great damage is done. The times are as follows: R. G. Betts, 55:15; Joy second, 57:15; M. S. Graham third, 57:15.

ORANGE ROAD RACERS.

QUITE a crowd assembled on Central avenue at 5 o'clock on Monday afternoon, July 16th, to witness the start in the annual five-mile bicycle handicap of the Orange Wanderers. The course was from a point on the avenue, about 500 east of Grove street, up Central avenue to Harrison street, to Centre, to Central avenue and then east to the starting point. W. A. Belcher was starter and timer. The start was made at 5:52, L. H. Johnson and H. A. Wolcott on a Humber tandem bicycle, and E. J. Decker on a Springfield Roadster going from scratch. W. W. Walters, (1m. 15s.) rode a 45-inch pony Star; Amzi Dodd, (1m.); C. A. Lindsley, (2m. 30s.); F. P. Jewett, (2m.); C. W. Freeman, (2m.); Everett Townsend, (3m.) and J. S. Cramer, (3m.), rode ordinaries.

The roads were in good shape throughout, and good time would have been made had the riders not been compelled to dismount and trundle their mounts around a building which was being moved out into Centre street.

The finish was as follows:

	Elapsed Time.	Corrected Time.
Johnson and Wolcott, - - -	20:47	17:47
Walters, - - - - -	21:11	19:26
Dodd, - - - - -	22:43	20:43
Lindsley, - - - - -	22:31	21:51
Jewett, - - - - -	23:52	21:52
Freeman, - - - - -	23:39	22:39
Townsend, - - - - -	22:47	22:47
Cramer, - - - - -	22:57	22:56
Decker, - - - - -	Dropped out.	

Great dissatisfaction is expressed at the result of the contest, and a lively time is expected at the next meeting of the club. Part of the dissatisfaction is on account of Messrs. Johnson and Wolcott having ridden a tandem bicycle, it being claimed that the affair is intended as a strictly individual contest, and that a "team" should not have been allowed to start. Another and very important claim against the awarding of the race to the "team," is based on the claim that Mr. Wolcott is not and has not been for some time a member of the club, and consequently, even if Mr. Johnson had a right to ride a tandem in the race, he had no right to do so in company with any one but a good standing member of the club. Mr. Walters, who has charge of Howard A. Smith & Co's Orange store, has made a protest against the awarding of the race to the tandem team, and claims the medal on the ground of having been

the first member of the club to cross the finish and comply with all the stipulated conditions. Thus, the matter will stand until the meeting of the club, when lively discussions, pro and con, are expected. In the meantime nothing can be done but to watch and wait.

In regard to the above matter the *Evening News* of July 23 says: "The statement that dissatisfaction exists in the ranks of the Orange Wanderers because Llewellyn H. Johnson and Harry A. Wolcott were allowed to ride a tandem bicycle in the five-mile club race on Monday of last week, not alone because two men had been on one machine, but because Wolcott is not a member, is denied. Johnson and Wolcott won the race. An officer of the Wanderers said this morning that only one or two members were dissatisfied, and that they were so without cause. He said that Mr. Johnson was to have ridden on the tandem bicycle with J. Warren Smith, and that they were to have had fifty yards handicap. Mr. Smith could not ride, and before the race all the contestants were called up by President R. M. Sanger and asked if they had any objection to allowing Mr. Johnson to substitute Mr. Wolcott, who was not a member, they agreeing to waive their handicap and to consider themselves barred out if a single competitor objected. All declared their willingness to allow them to run."

The *Orange Evening Mail* of the 23d also says. "At the meeting which followed the race expressions of dissatisfaction were heard. They were silenced for the time being with the remark that they had a chance to enter protest before the race, and that as no one did so the result must remain as it was. Everyone interested knew that Mr. Wolcott was not a member of the club, they also understood that he was not a winner of the race. Mr. Johnson is the one to whom the medal belongs, Mr. Wolcott being simply an aid to Mr. Johnson. The team did not win the race; it was Mr. Johnson."

THE MERCURY WHEEL CLUB'S RECEPTION.

THE grounds of the Flushing Athletic Club were thronged last Saturday afternoon with the friends of the Mercury Wheel Club, both with wheels and without, from all quarters of the Metropolitan "deestrik." It was the most diversified gathering of its kind, ever come together hereabouts. Representatives were present from the following clubs, viz: Manhattan, New York, Riverside, Harlem, College Point, Queens County, Huntington, Massachusetts, Brooklyn, Universal, Kings County, Long Island and Mercury. In all over 130 wheelmen were on the grounds at one time, including several tandems, among the riders of the latter being two ladies from the Harlem Wheelmen, accompanied by a lady on a single.

Lunch was served in the large gymnasium. Many were the expressions of admiration called forth by the completeness of our establishment. The bowling alleys, tennis courts, and ball field were rushed for all they were worth, and the track was in constant use. As to the latter and its condition, we would like to explain that it had been next to impossible to obtain competent labor and a roller of sufficient weight to be of use, and we had to do the best we could in the short time allowed, with one man and a small hand roller. The races were started at 4:45. The one-mile novice brought out A. J. Menge and E. A. Powers, Riverside Wheelmen; C. C. Alden, L. I. W.; C. A. Newhall, M. W. C. Menge and Alden alternated in the lead for the first half, when Powers assumed first place and held it to the finish, winning in 3:20 2-5, Alden second. The Brooklyn Bicycle Club, Long Island Wheelmen and Kings County Wheelmen entered teams in the 9-lap (14-5min.) team relay race. The Long Islands rode with great dash and made beautiful connections at the line, winning in the good time, considering the track, of 6:40 1-5, K. C. W. second.

The winning team was composed of Messrs. Kreger, Schumacher and Wise. The first prize in the novices' race was a handsome gold medal; second, a pair of etched silver sleeve buttons. The prize in the team race was a hard wood wall dressing cabinet, with plate glass mirror.

After the races the party formed in line and paraded around the track and then took their way to College Point. The main party numbered over seventy, the balance having gone to Jamaica and elsewhere. But for mosquitoes, the College Beach Hotel would be an ideal spot, but when the wind is from any other direction than west to northeast, they become unbearable, and so they would have been on Saturday last except for the big verandah enclosed with netting. After supper, the reception at Flushing having been given up, services were held here, *a la Talmage*, Parson Spelman officiating. It will suffice to say that the evening was most enjoyably spent. Conspicuous among those who managed to squeeze lots of enjoyment into a small space was the Kid, whose dissertation upon the Irish question and the Queen's foreign policy will long be remembered. On Sunday the party split up, some going to Massapequa, some to Willet's Point, and the largest party to Sea Cliff

and Roslyn, from whence the return was made by boat to New York. While the party was contemplating Oakland Lake, from whence Flushing takes its water, a friend of Captain Clarke, a skillful photographer, happened along, and "took" the whole party on their wheels, held up at the end by our old standby, Billy De G. We haven't seen the pictures yet, but they ought to be very pretty, as far as background goes, as we had the lovely lake and its beautiful wooded banks behind us. The boys behaved so well at the hotel that Mrs. Hallen promises to give us a hop before long. Perhaps before that time the Kid will be able to show how it was that Waldo rode his 540 miles on 50 dollars and 20 cents.

WING-FOOT.

MISSOURI DIVISION, L. A. W. MEETING.

The Missouri Division held a meeting July 15, at Missouri's club house, for the purpose of nominating officers for the coming year, and also to make such changes in the Division's Constitution and By-Laws as was necessary, to conform with the Constitution adopted at Baltimore. Chief Consul Brewster occupied the chair, and Secretary-Treasurer Ab Lewis attended to the minutes. After routine business, nominations were made as follows:

Chief Consul, W. M. Brewster; Vice Consul, F. A. Suda; Representatives, Geo. Boswell, St. Louis; G. A. Case, Joplin; H. G. Stuart, Kansas City. Committee on Rights and Privileges, A. M. Berry, St. Louis; A. C. Steward, St. Louis; T. H. McNeil, Kansas City. Touring Committee, Robert Holm, St. Louis; C. J. Case, Carthage; J. M. Tryon, Kansas City; J. H. Kelly, Sedalia; L. H. Parsons, Edina. Racing, W. H. Wylie, E. N. Sanders, A. M. Lewis, St. Louis; E. A. Clifford, Clarksville; E. A. Smith, St. Louis.

The League clubs who are entitled to and will elect their own representatives are: United Wheelmen, Kansas City; Cycle Club and Eurota Club, St. Louis. There were 24 members present, the nominations were all well received, excepting for the office of Vice Consul. A. M. Lewis came within a few votes of getting the position, and is by all means the right man for the place, although he was never an officer of the division, he has done more work for it and secured more members than half of the officers did. He has considerable time at his disposal, and, if elected, will surely do his share towards pulling the Division out of the rut it is in at present. There are at the lowest estimate at least 500 riders at present in St. Louis alone, and it seems unexplainable to me why the Division has not long since made a better showing than at present. The Division needs a good hard worker, to assist the Chief Consul, who has until now done most all the work, and for this reason I would urge the election of A. M. Lewis for Vice Consul. The Division will lose a hard worker in the person of Representative W. H. Cameron, of St. Joseph, who declines a renomination. Had he consented to run, his election would have been assured.

LINNEUS.

"CRANK" from Hagerstown writes: Wheeling news of much importance is a little scarce in our vicinity. Our club runs each Monday evening are not as well attended as they should be, and our efficient captain is greatly indignant. The probabilities are we will have no racing meet this season, and the "scorchers" are getting lazy. The travel stained tourist is with us as usual, for a short while, enjoying our excellent roads and streets, and then away leaving behind a cloud of dust and pleasant memories. President Albert Heard is entertaining a young lady at his residence, whose arrival was heralded a few evenings since. She has not expressed any preference yet, as to what wheel she will ride. "Burt" while grown an inch in actual measurement, "Swartz" Miller, while kicking his Star out on the pike last Sunday, encountered some road bullies, one of whom struck him with a whip as he was passing. Warrants are out, and Maryland justice will, no doubt, put a heavy foot on such jocularities.

INTO THE YOSEMITE.

(By S. F. Booth, Jr.)

I HAVE just returned from the far famed Yosemite Valley, whitener I went on a two weeks' wheeling jaunt, in company with Mr. G. G. Cox, of the B. C. W. I have been requested by a number of riders to give an account of our experience so that those who contemplate the trip may profit thereby.

There are quite a number of routes to the Valley, but after a careful study of them all we decided to take the train to Raymond and as we were both in the very best of trim, having trained a whole

wheel from there to the Valley, a distance of sixty-five and three-quarters miles (Stoneman House).

Accordingly we took train June 13th at 8 P. M., taking with us the following sundries: Extra light undershirt, tooth brush, needles and thread, necktie, towel and soap, small bottle of phenol (for bruises), sticking plaster, road book, League ticket, tourists' cup, tool bags complete, with extra pedal pin and spring for saddle. We also had a small guide book giving points of interest in the valley. The above were wrapped in our coat and snugly tied on our bundle carrier, making a weight of about twelve pounds.

We would have done well to have left our coats and extra underwear behind, as we had no use for them. "Leave your coat" is my advice to anyone taking the trip.

We had a section on the Pullman car but slept little, as the engineer seemed to take a special delight in giving the train a tremendous jerk just as we were falling asleep.

We arrived at Raymond at 7 A. M., not feeling particularly bright but with an inward craving that meant mischief to something. We got breakfast as soon as possible, for which we paid a dollar a head. Rather steep we thought, but the fellow had a monopoly of the business, so that was the best that could be done.

We made our start on the wheel at 8.20, June 14th, my cyclometer (Butcher) registering 1693 7-8 miles, and the thermometer about 80, with a good promise of running much higher before noon, which promise was fulfilled.

The first mile was good riding, and the next about half ride and walk. At two miles out the road forks, and the one to the left should be taken. From the forks we had a down grade of two and a half miles; it is then all walk for a mile and a half, and then part walk and part ride for another mile, and then a ride of about three-quarters of a mile; at last we arrived at Lapella's ranch, my cyclometer registering 1701 3-4. The condition of the road was pretty fair, being of a rolling nature, with from an inch to two or three, in places, of sand. We were mounted on Rudge Light Roadsters, and preferred to walk when much push became necessary, and I think we would have done the same had we been on safeties.

From Lapella's ranch for two miles it was mostly down grade and rideable with an occasional short walk. At 1703 3-4 the road forks, and we took the one to the left. Then it's ride and walk up and down to 1706 5-8, Gambetta's mill. Here there is toll charged for horses and cattle of all kinds, but we were allowed to pass unmolested.

From Gambetta's mill to Grub Gulch (1707 1-2) is all up grade and good walking. The latter name is a good one to catch a cyclist's eye, but we were too anxious to press on and keep ahead of the stage to investigate.

From Grub Gulch to the summit of the hill is an eighth of a mile. Here, at 1707 3-4, the road forks again, and we took the one to the right.

Here the down grade begins, and as we rounded the corner a sight came in view to make a wheelman's heart leap with joy, especially after he has toiled laboriously up grade. We could see the road winding in and out like a huge serpent; a most beautiful stretch, all down grade and fairly smooth. We had on too heavy a bundle to coast but were well satisfied to ride, and merrily we spun down to the mountain side, making the canons ring with our songs and shouts.

It took us a very short time to reach Crook's, 1712 1-4. From Crook's the up grade starts again. Here we made a grand mistake. Our road books made the distance to Grants only about four and a half miles, but we found it to be over six and a half, and they were the hardest miles of the whole trip.

We reached Crook's about 12 M., still considerably ahead of the stage, which had started about five minutes after us. We should have stopped here and had lunch, instead of which we pushed on, intending to have dinner at Grants.

The first mile or so was all right, then the hot sun and our empty internal organs began to effect us in a very disagreeable manner. We could find no water, everything being parched and dry as a chip. We had some limes with us, and they helped increase our appetite, so we sat down and rested, and the stage overhauled us. There was a young lady in the first one, and she made the driver stop that she might admire the plucky riders who had beaten the stage so far; (they expected to get ahead of us about four miles out). She passed us some water and oranges, and Joe and I both voted she was the finest girl we had ever met.

We toiled on up the grade, resting every quarter-mile, and once in a while a large rattlesnake disputed our right, but we relinquished all claim in a somewhat hasty manner.

The summit was reached at last, and we had a half-mile down grade to Grant's Springs, cyclometer registering 1718 5-8. We reached this point at 3.30, pretty well fagged and hungry as wolves.

I was somewhat surprised at our weakened condition at this point.

month very steadily, and I concluded that a man with an empty stomach and a hot sun pouring on him can't stand everything. That we did full justice to the meals at Grant's goes without saying.

We stopped here over night, and next morning were up bright and early feeling finely. It cost \$4.00 a piece at Grant's, and we concluded to take a flask of whiskey, a large bottle of water, and bundle of sandwiches. This we always afterwards made a point to do on leaving a place in the morning. Our first day's experience was bought rather dear, and we resolved to profit by it. We thought the price at Grant's rather steep, and as we had sent nearly all our money into the valley by express, we took an inventory and found we had about \$14.00 between us, a rather gloomy outlook, as it might take two days and nights yet to reach the valley.

Grant's Springs is very prettily situated and has three fine springs of iron water, sulphur and magnesia. The proprietor is a very wealthy man and runs the resort as a pastime. He is just commencing to fit it up, and in the course of a few years it will no doubt be quite a famous summer place.

We left the Springs at 8.30, and commenced a splendid walk up grade eight and one-eighth miles, no riding whatever. About half way up the mountain we met a young fellow camped out. He was planting telegraph poles, and after exchanging courtesies we concluded to stop and lunch with him. He took quite a fancy to us, and made us some excellent tea. We made a good meal together, giving him our cake (which the dear girl at Grant's thoughtfully put in), a luxury which he highly appreciated.

Here we resolved on a new style of costume. We took off our undershirts, and rolled our stockings down to the ankle, lapping our riding shirt over our knickerbockers (which, by the way, were knitted, the best thing for travelling), and in this way proceeded up the mountain. We found this way of going so comfortable, that we adopted it in future. We might have looked more like racers than mere travellers, but we didn't care a straw for looks, besides there were few to see us. Having attained the summit we had a glorious down grade all the way to Wowona (1731 3-8). At 1726 3-4 there is a road to the right leading to the Mariposa Grove of big trees, eight miles distant.

We reached Wowona at 1.15 P. M., and resolved to take it easy the remainder of that day, and see the sights in the vicinity. We accordingly registered and started after dinner for a stroll. Found a small lake a short distance from the hotel, and after rowing a bit concluded to try a swim in the Merced. It was cold as ice, and after a very short swim we dressed and came back for supper. We were much impressed with our little darkey waiter and gave him a half, which caused him to skim around in immense style, and we got the best of everything. The meals here were something exceptionally good, and we did what we could to show our appreciation of them.

We were treated very nicely here, being charged but \$2.00 a day, and our prospects of making the valley began to look brighter. We replenished the bottles and sandwiches and made our start at 7.15. I had one eye closed from mosquito bites and was otherwise bitten very badly by them. Cyclometer registered at start 1732. We made the "11 mile station" at 10.30, cyclometer at 1742 3-4. There was about one third riding, and the scenery something grand, often compelling us to stop and gaze in wonder at the ever changing views.

We decided to stop at the 11 mile station for lunch. Here we met two curious old characters, regular "forty-niners," but both of them as good and kindhearted as you'd want to run across.

During the preparation of the meal they amused us by an account of their past life and experiences in the valley, giving us much advice as to the route and where to go in the valley. We had an old '49er meal here sure, no milk or any civilized luxuries, but plenty of meat, raw onions and biscuits. It went all the same and we paid them a half a dollar each, which was all "Ole John Wiswood" charges up yer for you fellers."

We left them at one o'clock and pushed for the valley. From the "11 mile station," it was up grade and all walking to 1745. Then down grade over a nice road to 1748 3-4. At 1747 Cox's backbone broke, with a prospect of a good walk before reaching the valley. It was no use grumbling, so walk we did. From 1748 3-4 to 1750 1-4 was the steepest up grade we had yet struck being about one foot in six or seven, so steep in fact, we had to keep moving to prevent the wheel from rolling back.

This was our last hill, and we then began the descent into the valley. At 1751 1-2 we arrived at Inspiration Point, where we obtained our first view of the valley.

This is the place from which a general view of the whole district can be had, and where they say a person should almost go crazy so grand is the panorama presented.

I must say, however, our thoughts were far different. We were in truth disappointed. This was probably accounted for by the fact that we had experienced considerable hard work in getting there and also from the fact that the scenery from the start had gradually become grander as we progressed, so that it would take something supernatural to strike us as being very far beyond what we had been seeing the last few days. We gave the valley a searching glance and from my readings of it I was able to point out to my companion the various points, all the effect it had, however, was to bring forth the remark, "I am hungry, pass out the sandwiches."

The sandwiches appeased us somewhat, and we continued on down the mountain side. It could be ridden, but is full of granite chips and would doubtless break any kind or style of a wheel' up considerably, so I decided to walk with Joe.

We washed at a small brook running across the road and after a short respite continued and finally reached the bottom.

The Stoneman House was away at the upper end of the valley, so we had to traverse the entire length before reaching our destination.

We passed by the El Capitan, an immense block of granite that rises perpendicularly to a height of 3300 feet; so high was it that trees 3 feet in diameter and 150 high looked like mere boughs on its top. To the right the Veil Falls roared, but it didn't come up to our expectations even if it did fall 900 feet.

We also passed the famous Yosemite Falls which has a fall of 1500 feet in the Upper Falls, 400 in the Centre and 600 in the Lower, making a total of 2500 feet, but the volume of water was not very large, being only 30 feet wide, and it was impossible for us to conceive the height. Everything around was so large, that you would as readily believe a thing to be 1000 feet as 100. Both the Bridal Veil and Yosemite Falls run down the cliffs, they don't clear it at a leap as my ideal waterfall should.

We reached the Stoneman House at 6.30, cyclometer registering 1759 3-8. Total distance from Raymond being 65 5-8 miles.

There is another hotel in the valley called Barnards, just 1 1-8 miles from the Stoneman House.

(To be Continued.)

TRADE NOTES, CLIPPINGS, AND ALL SORTS.



THE ELLIOTT QUADRICYCLE.

A GREAT deal of interest has been evinced in regard to the new wooden wheel quadricycle made by the Sterling Cycle Co., of Newton, Mass. Mr. Sterling Elliott has for the past two or three years been at work on a problem in cycle construction, the results of which are to be found in the machine as illustrated above. There are several very radical departures and novelties in this wheel, which can be enumerated as, first, the use of wooden wheels instead of the ordinary spider or suspension wheel; the mode of driving independent wheels without the aid of the usual balance gear; the use of wood for frame-work instead of steel tubing; the use of two steering wheels and the adoption of double steering. To be more

explicit and give a description in detail we will take the wheel and driving construction. The driving wheels are 34 inch, constructed of the very best second growth hickory, with hubs of second growth rock elm. The rim has a steel tire shrunk on; this tire has two flanges that turn outwards from the outer edge, into this channel the rubber tire is compressed and 140 small rivets are used to aid in holding it in place.

The small wheel, 24-inch, has the same construction as the driver. The driving is accomplished with the usual chain gearing, and it is in the method of double driving, two independent wheels, that the novelty comes in. The axle is solid and runs in plain bearings and through each hub. On this axle is a ratchet which engages, as it turns by means of the chain, corresponding pawls fastened into the hubs.

With the exception of the rear axle, stay rods, steering rods, bearings, etc., the frame is also made of hickory. The steering is a feature and is under control of both hands. The handles are adjustable for height and also adjustable backwards and forwards.

The brake is applied to the rims of both drivers and when the brake is on, it can be locked in place by the turn of the hand. It can be locked with the brake just touching the tire, and from this pressure up to that sufficient to stop the wheel on any grade with any weight on same. By a simple device the pressure on both wheels is equalized.

The machine is fitted (when desired) with an attachment in front with seat for a child.

The workmanship, material and finish is of the best.

The firm have sold about twenty-one machines since the first of February, and so far as heard from they have given satisfaction.

At an early date we have been promised a machine for trial, the results of which we will advise our reader of later.

The Coventry Machinists' Co. have just received a large consignment of Lampleigh's new triple shackle spring saddles, which are a decided novelty in the way of saddles.

The Gormully & Jeffery catalogue goes everywhere, as was proven to us by the fact that a subscription was sent us from New Zealand, the subscriber stating, "I saw your paper spoken of in the Gormully & Jeffery catalogue." It is a stroke of enterprise of that company to put in a list of cycling publications in their catalogue which is sent all over the world.

The Coventry Machinists' Co. will have an exhibit at Buffalo next September.

JUDGE HILTON, of New York has purchased for his personal use at Woodlawn, Sarotoga Springs, a Columbia Light Roadster tri-cycle.

In our advertising columns will be found a cut and advt. of Carter's Anti-Pedal Slipper. We have a pair which we propose to give a good trial and we will report what we find. From the appearance of the device we should say it was all that is claimed. One thing is sure and that is the foot is perfectly free to leave the pedal in cases of voluntary and involuntary dismounts.

GROUND has been broken by the Overman Wheel Co. at Chicopee Falls for buildings which will double the present capacity of its factory.

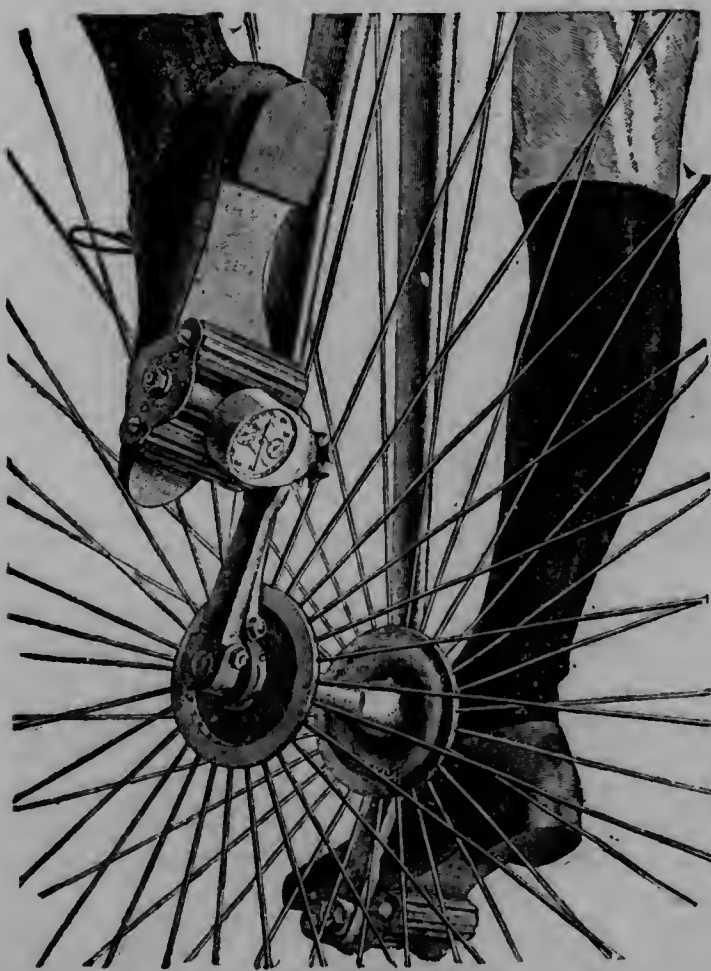
THE Pope Mfg. Co. have received so many applications for their Columbia Racers that they have decided to rent a limited number of them to first-class racing men. Applications for terms, etc., can be made to them or through any of their agents.

COMING EVENTS.

- July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
 August 2, 3, 4—Massachusetts Division Meet at Cottage City.
 August 2—Binghamton, N. Y., Tournament.
 August 11—Michigan Division L. A. W. Meet at Grand Rapids.
 Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
 Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
 Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
 Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
 Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
 Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
 Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
 Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
 Sept. 7—Bicycling World 100-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee \$1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
 Sept. 8—Buffalo, Five-mile Tri-cycle, National Championship Contest.
 Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
 Sept. 12, 13—Hartford Wheel Club Tournament.
 Sept. 14, 15—New Jersey Division Meet.



An Illustrated Story in 6 Chapters.—Chap. I, The Preparation.



The Pedal Cyclometer.

Positive and direct in action. Simple and durable in construction. No springs or cams. Absolutely accurate. Suspended from the Pedal. The dangerous Cyclometer Lamp attachment dispensed with.

Sent to any address. Price \$10.

All Sizes in Stock. Descriptive Circular mailed if asked for.

GEO. R. BIDWELL,
 313 West 58th St., New York.
 Sole Manufacturer.



LEAGUE HEADQUARTERS:
 12 Pearl Street, Room 27.
ABBOT BASSETT, Secretary.

LEAGUE clubs should certify the election of Representatives to the Secretary, and he in turn, after checking the club to see if its status is well established, will certify the election to the Chief Consul of the State in which the club is located.

Missouri Appointment.

I have appointed C. H. Appler, Local Consul for Hannibal, Mo., vice A. C. Miller, resigned.
 Yours truly, WM. H. BREWSTER, C. C.

Election Laws.

Election laws, nominations and other matters of importance pertaining to the election have been published in preceding numbers as follows:

Number of Representatives that States are entitled to.....	June 29
California Laws.....	June 29
Massachusetts Districts and Nominations.....	July 6
" Nominations.....	July 13
Rhode Island Laws.....	July 13
New Jersey Laws.....	July 13
Indiana Laws.....	July 13
Illinois Laws.....	July 20
" Nominations.....	July 20
Virginia Laws.....	July 20
Missouri Nominations.....	July 20
Maryland Laws.....	July 20
California Nominations.....	July 20
Michigan Laws.....	July 20
Wisconsin Laws.....	July 20
Virginia Nominations (2).....	July 20
Indiana ".....	July 20
Minnesota ".....	July 20
Michigan ".....	July 20
Tennessee ".....	July 20

Pennsylvania Hotels.

Town.	Hotel.	Rate.	Day, Meal, Ld'g
1 Alden Station,	Alden,	1.00	.25 .45
95 Monongahela City,	Hotel Wilgus,	1.50	.40 .40
99 Muncy,	Parker,	1.50	.40 .40
100 Nanticoke,	Werner,	1.25	.40 .40
102 New Castle,	St. Cloud,	2.00	.50 .50
103 New Brighton,	Clyde,	1.50	.40 .40
104 North East,	Palace,	1.50	.50 .50
106 Norristown,	Rambo,	1.50	.50 .50
108 Newville,	Big Spring,	1.25	.35 .50
84 Oswayo,	McGonigal,	1.25	.35 .50
107 Oxford,	Oxford,	2.50	.50 .75
108 Oil City,	Wright,	2.00	.50 .50
111 Parkersburg,	Colonnade,	3.00	
112 Philadelphia,	Potter,	2.00	.50 .50
114 Phillipsburg,	None reported.		
115 Phoenixville,	None reported.		
116 Pittston,	Seventh Avenue,	2.00	.50 .50
117 Pittsburg,	Merchants',	1.50	.40 .40
118 Pottstown,	Merchants',	2.00	.50 .50
119 Pottsville,	Merchants',	1.50	.35 .45
120 Punxsutawney,	Central,	1.50	.50 .50
122 Reading,	Hyde,	1.50	.50 .50
123 Ridgway,	Doncaster,	1.50	.40 .40
124 Rochester,	Renovo,	1.50	.50 .50
125 Renovo,	Scottdale House,	2.00	.50 .50
126 Scottdale,	Scottdale House,	1.00	.25 .25
129 Scott Haven,	Osborne Valley,	2.00	.50 .50
130 Scranton,	Lackawanna Valley,	2.00	.50 .50
131 Sewickley,	Park Place,	1.50	.35 .35
134 Sharpsville,	Pierce,	1.50	.40 .40
135 Sheekshenny,	Union,	1.50	.35 .35
137 Sharon,	Carver,	1.40	.35 .35
138 Smethport,	Grand Central,	2.00	.50 .50
142 Susquehanna,	Starrucca,	1.00	.25 .25
143 Summit Hill,	Washington,	1.00	.25 .25
145 So. Bethlehem,	None reported.		
146 Shamokin,	Windsor,	2.00	.25 .25
149 Terra Hill,	Fairville,	1.00	.40 .75
Titusville,	Mansion,	2.00	.50 .50

151 Tunkhannock,	None reported.		
152 Uniontown,	Spottsylvania,	1.50	.40 .40
153 Wayne,	None reported.		
154 Warren,	Carver,	2.00	.50 .50
155 Waynesboro',	Leland,	1.25	.35 .50
157 Weissport,	Weissport,	1.00	.25 .25
158 West Middlesex,	Dunmore,	1.50	.35 .35
100 Wellsboro',	Wilcox,	2.00	.50 .50
161 White Haven,	White Haven,	1.25	.40 .40
162 Williamsburg,	New Washington,	1.25	.35 .35
163 Williamsport,	None reported.		
164 Wilkes Barre,	Wyoming Valley,	2.50	.75 .75
166 Wyoming,	Laycock's,	2.00	.50 .50
167 York,	Washington,	1.50	.40 .40

Additional List of Consuls.

- 16—Bethlehem, James S. Dodson.
 17—Blossburg, John F. Ely.
 172—Bird-in-Hand, Milton C. Cooper.
 32—Clifford, Wm. E. Low.
 50—Emporium, C. H. Felt.
 53—Erie, F. W. Bailey.
 57—Great Bend, A. P. French.
 170—Huntingdon, D. S. Drake.
 123—Ridgway, Dr. W. L. Williams.
 169—Shamokin, J. R. Englebert.
 157—Weissport, A. F. Snyder.

Consuls Wanted.

- Avoca, Luzerne County.
 Canton, Bradford County.
 Corry, Erie County.
 Coatesville, Chester County.
 Carlisle, Cumberland County.
 Danville, Montco County.
 Greenville, Mercer County.
 Marietta, Lancaster County.
 Philadelphia, West Philadelphia County.
 Phoenixville, Chester County.
 Tunkhannock, Wyoming County.
 Wayne, Erie County.
 West Chester, Chester County.
 Williamsport, Lacombe County.

Consuls wanted in every town in Pennsylvania not already represented.
 J. G. CARPENTER, Sec. Treas.

Kentucky.

The Kentucky Division L. A. W. met in Covington July 4, 1888, with Chief Consul Croninger in the chair. Owing to the absence of Sec. Treas. Willison, Mr. R. C. Taylor was appointed Secretary pro tem. The minutes and Sec. Treas. report were read and approved. On motion of Mr. Lowe, Chief Consul Croninger appointed Messrs. C. F. Johnson, J. Adams and A. J. Lamb of Louisville a nominating committee for the election of officers in July. Mr. Lowe also moved that a committee of five be appointed to revise the Kentucky Road Book. Carried. After Mr. J. C. Taylor, in behalf of his fellow wheelmen had extended, in form of a motion, a hearty invitation to all wheelmen to visit his city, Danville, it was finally decided that the next meeting of the Division should be held in that city. Adjourned.
 R. C. TAYLOR, Secretary Pro tem.

Report of the Sec. Treas. Ky. Div. L. A. W.

1887.	Receipts.	1888.
May 18.	Balance.....	\$95.41
Aug.	Road Book.....	
	For advertisements in Ky. Road Book, as follows:	
	H. W. Longley.....	\$5.00
	Pope Mfg. Co.....	5.00
	Gormully & Jeffery.....	5.00
	Chas. Hanauer.....	10.00
		\$25.00
July 1.	Cash per Bassett's check for names in lists 79 to 89 inclusive, 2 at 50c. 7 at 37 1/2c.....	3.62
Oct. 1.	Cash, per Bassett's check for names in lists 92 to 104 inclusive, 1 at 37c, 11 at 25c.....	3.13
1888.		
Jan. 1.	Cash, per Bassett's check for names in lists 107 to 112, 2 at 12 1/2c.....	.25
April.	Cash, per Bassett's check for names in lists 117 to 130 inclusive, 58 at 50c.....	29.00
May.	Road Book—one sold by Chief Consul Croninger.....	.50
June.	Road Book—one sold by Chief Consul Croninger.....	.50
June.	Cash, per check of Bassett on account of names published after list 130.....	5.62
		\$67.72
		\$163.03

Disbursements.

1887.		
May 20.	Stationery.....	.25
July 23.	Bill T. J. Creaghead.....	4.40
June 25.	Stamps to C. C. C.....	1.00
	Postals.....	.50
	Stationery.....	.15
June 27.	Road Book—bill Aldine Co.....	29.00
June 30.	" bill H. C. Sherick.....	7.00
	Large envelopes.....	.50

July 5.	One cent stamps.....	1.00
	Two cent stamps.....	1.00
Aug. 16.	Road Book—bill Krebs & Co.....	25.00
Oct. 10.	Stamps.....	1.00
	Roll Book.....	.40
1888.		
April 5.	Telegram C. C. C.....	.35
	One cent stamps.....	.25
	Two cent stamps.....	1.00
May.	Two cent stamps.....	1.00
June.	Relief of natl. organization.....	10.00
July 3.	Stationery.....	.10
		\$87.90
	Balance July 4.....	\$75.13
	T. J. WILLISON, Sec. Treas.	
	Covington, Ky., July 4, 1888.	

Massachusetts.

To the Members of the Massachusetts Division:
 You will be required to show your membership tickets in order to obtain reduced rate of fare and free transportation of wheels on the O. C. R. R. from August 1 to 6 inclusive. Yours truly,
 H. W. HAYES, Chief Consul.

Pennsylvania Division.

I have appointed Geo. Sanderson of Scranton, G. N. Osborn of Philadelphia, W. W. Berry of Pittsburg, J. Van Nort of Scranton, a committee to receive nominations for Chief Consul, Vice Consul, Secretary, Treasurer and twelve Representatives. These nominations must be closed by the 4th of August, when the voting blanks will be forwarded to each member of the Division.
 GEO. A. JESSUP, Chief Consul.

Tennessee Nominations.

I nominate for Secretary-Treasurer of the Tennessee Division L. A. W., Mr. Jeff D. Herndon of Clarksville, feeling confident that he would make an efficient officer if elected.
 L. A. W. 1471.

Ohio Appointment.

I have this day appointed Mr. E. R. Eastman of Ottawa, O., Representative in charge of the 4th District, Ohio Division, L. A. W.
 JAMES R. DUNN, Chief Consul.

Maryland.

I hereby appoint the following Local Consuls:
 J. H. Cunningham, Westminster, Md.
 William L. Conley, Tennytown, Md.
 D. C. Gilbert, Littersburg, Md.
 George W. Carl, Carroll P. O., Baltimore Co., Md.
 Frank Keating, Centerville, Md.
 Thomas Martin, Arlington, Md.
 C. H. McClanahan, Port Deposit, Md.
 Chas. E. Geesey, Levistown, Md.
 A. E. MEALY, C. C. Md. Div.

Connecticut Division.

1887.	Receipts.	1888.
May 18.	Balance.....	\$95.41
Aug.	Road Book.....	
	For advertisements in Ky. Road Book, as follows:	
	H. W. Longley.....	\$5.00
	Pope Mfg. Co.....	5.00
	Gormully & Jeffery.....	5.00
	Chas. Hanauer.....	10.00
		\$25.00
July 1.	Cash per Bassett's check for names in lists 79 to 89 inclusive, 2 at 50c. 7 at 37 1/2c.....	3.62
Oct. 1.	Cash, per Bassett's check for names in lists 92 to 104 inclusive, 1 at 37c, 11 at 25c.....	3.13
1888.		
Jan. 1.	Cash, per Bassett's check for names in lists 107 to 112, 2 at 12 1/2c.....	.25
April.	Cash, per Bassett's check for names in lists 117 to 130 inclusive, 58 at 50c.....	29.00
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	Stationery.....	.15
June 27.	Road Book—bill Aldine Co.....	29.00
June 30.	" bill H. C. Sherick.....	7.00
	Large envelopes.....	.50

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:
 "Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three re-

putable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member.

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 149—Total 118—10,744.

Boston, July 27, 1888.

CALIFORNIA DIVISION—5—369.

Unattached.
19887 Albee, F. T., Cloverdale
19888 Baer, Geo. B., "
19889 Beck, J. E., "
19890 Williams, O. O., "
19891 Langstroth, John A., 532 California st., San Francisco

COLORADO DIVISION—1—47.

Unattached.
19892 Beddo, Horace, Diamond Palace, Denver

CONNECTICUT DIVISION—4—434.

New Haven Bi. Club.
9901 Pierpont, Robert Jr., 108 Argyle st., New Haven

Unattached.
19902 Sponsel, Chas. W., 9 Belden st., Hartford
19903 Allen, Roswell, Wethersfield
19904 Carpenter, Francis G., "

ILLINOIS DIVISION—5—657.

Illinois Cycling Club.
20003 Brown, L. M., Room 58, 126 Washington st., Chicago
20004 Kincaid, E. L. R., 835 W. Adams st., "

Unattached.
19905 Trenner, John, 329 W. Lake st., "
19906 Porter, Ed. J., 4 Board of Trade, Freeport
19907 Yordy, W. J., "

INDIANA DIVISION—4—188.

La Porte Wheelmen.
19908 Morrison, S. A., Box 469, La Porte
19909 Weaver, Chet N., "

Unattached.
19910 Shanklin, W. C., Frankfort
19911 Chais, Fred S., cor. 4th and Col. sts., Lafayette

IOWA DIVISION—3—151.

Ottumwa Bi. Club.
19912 McCullough, H. A., 720 W. 4th st., Ottumwa
19913 Russell, Chase, "

Unattached.
19914 Carr, Ira T., Columbus Junction

KANSAS DIVISION—5—138.

Wichita Wheelmen.
19915 Grainger, W. A., 220 N. Main st., Wichita
19916 Johnson, Fred L., U. S. Signal Service, "
19917 Sedgwick Block, "

19918 Jones, H. S., Water Co., "
19919 Millison, Ralph L., 203 No. Main st., "
19920 Walter, Geo. W. Jr., 452 W. Emporia ave., Wichita

KENTUCKY DIVISION—3—83.

Kenton Wheelmen.
19921 Stewart, W. H., cor. 6th and Philadelphia, Covington

Unattached.
19922 Castle, Wm. E., 1837 Jackson st., Louisville
19923 Roseman, S., Maysville

MAINE DIVISION—1—118.

Portland Wheel Club.
19924 Cobb, Albert W., 1st Nat. Bk. Bldg., Portland

MARYLAND DIVISION—5—425.

Baltimore Cycle.
19925 Hinds, Isaac, cor. Baltimore and Hanover, Baltimore

Maryland Bi. Club.
19926 Linton, Samuel T., 12 E. Camden st., "
19927 Seemuller, H. E., 118 St. Paul st., "

Unattached.
19928 Unverzagt, W. J., 1509 Edmonson ave., "
19929 Geesey, Charlie E., Lewiston

MASSACHUSETTS DIVISION—8—1157.

Bay State Bi. Club.
19929 End, Frank, 103 Front st., Worcester
19930 Bristol Co. Wheelmen, "

19931 Barney, John, No. Swansea
19932 Bedford Cycle, New Bedford
19933 Hathaway, Willis L., 39 Locust st., "

Rockland Bi. Club.
19934 Douglas, Fred F., Box 235, Rockland
19935 Winthrop Wheel Club, Winthrop

Unattached.
19936 Anderson, J. D. Jr., 33 N. Market st., Boston
19937 Ruggles, Harvey, Bigelow st., Brighton
19938 Curtis, W. C., Whately

MICHIGAN DIVISION—24—316.

Detroit Bi. Club.
19939 Brazier, A. W., 698 18th st., Detroit
19940 Port Huron Wheelmen, Port Huron

19941 Foster, Fred L., 512 Military st., "
19942 Goulden, T. A., "
19943 Smith, S. W., "

Star Bi. Club.
19944 Daniel, E., 36 Buhl Block, Detroit
19945 Deane, Harry B., 262 Fort st., "
19946 Flint, Albert, Dime Savings Bank, "

19947 Graves, Wm. C., Tribune, "
19948 Ives, Louis, 66 Jeff ave., "
19949 Ives, Valentine, S. 450 Brush st., "
19950 Knapp, C. A., 150 Woodward ave., "

19951 Schulte, H. A., 7 Lafayette ave., "
19952 Stearns, H. A., Stearns Laboratory, Holly
19953 Eaton, Chas. H., "

Unattached.
19954 Bowen, R. J. W., Tecumseh
19955 Heesen, Al J., "
19956 Mark James, "

19957 Rosencrans, Fred, "
19958 Sheldon, Earle, "
19959 Unattached, "

19960 Beals, Sumner L., 265 21st st., Detroit
19961 Rood, Chas. F., 10 Monroe st., Grand Rapids
19962 Fenner, J. H., Romeo
19963 Ford, F. D., Saline
19964 Schneider, Louis B., Tecumseh

MINNESOTA DIVISION—2—102.

Unattached.
19965 Keller, Frank F., Dover
19966 Stockdale, J. R., 2741 2d ave., S. Minneapolis

NEW JERSEY DIVISION—9—675.

Elizabeth Wheelmen.
19967 Bull, A. H., Elizabeth
19968 Cunningham, Rev. C. E., "
19969 Downer, A. T., "
19970 Kerr, Rev. Jno. T., "

19971 Jenkins, E. P., "
19972 Platt, W. C., "
19973 Van Deventer, M. Y., "
19974 Oliver, Paul A., Fanwood

Unattached.
19975 Rodemann, George R., 33 Broad st., Elizabeth

NEW YORK DIVISION—9—2243.

Citizens Bi. Club.
19954 Spear, C. A., 26 W. 60th st., New York City
19955 Cortland Co. Cyclists, Cortland
19956 Overton, C. H., Cortland
19957 Manhattan Bi. Club, "

19958 Hamilton, Jesse, 276 Stanton st., N. York City
19959 Riverside Wheelmen, "
19960 Odell, Wm. M., Box 308, "
19961 Unattached, "

19962 Caster, Alfred E., 295 Jeff. ave., Brooklyn
19963 Hallenbeck, A. D., Box 602, Corning
19964 Steele, Allan D., 352 W. Clinton st., Elmira
19965 King, Jacob A., 125 W. 11th st., N. York City
19966 Pepper, C. F., 275 Court st., "

OHIO DIVISION—12—557.
Conneaut Wheel Club.
19967 Fortune, Neil, Conneaut
19968 Phillips, F. E., "

Forest City Ramblers.
19969 Brown, W. H., H. M. Brown & Co., Ontario st., Cleveland
19970 Ely, W. H., 1372 Cedar ave., "

19971 Shephard, C. O., 17 Frankfort st., "
19972 Watz, Carl S., Meyers & Glim, "
19973 Vance, E., 5 Bethel Restaurant, "
19974 Kenton Wheel Club, "

19975 White, James C., 558 Walnut st., Cincinnati
19976 Unattached, "

19977 Hall, Amor, 552 Penn st., "
19978 Scordins, Herman, Mt. Adam, "
19979 Bauhart, Jos. Jr., Massillon
19980 Webster, Will Lloyd, Norwalk

PENNSYLVANIA DIVISION—11—1352.
Chambersburg Wheel Club.
19981 Carlisle, Alex. M., Chambersburg
19982 Culbertson, J. P. Jr., "

19983 Gauve, H. B., "
19984 Hafner, Franz J., "
19985 Unattached, "

19986 Harry, J. M., Audendried
19987 Long, L. Benton, Brookville
19988 Allis, Frederick S., Erie
19989 Brown, Harry, Greenville
19990 McClure, Alex, "
19991 Morris, David, Shickshinny
19992 Jamison, Harry K., Progress Mills, Manayunk, Philadelphia

RHODE ISLAND DIVISION—3—224.
Unattached.
19993 Barker, A. C., 452 Broad st., Providence
19994 Poland, Wm. Carey, 7 Cooke st., "
19995 Newell, Mary L., Warren

VIRGINIA DIVISION—3—103.
Norfolk Cycle Club.
19996 Denby, A. J. Jr., 109 Boutetourt st., Norfolk
19997 Webb, R. B., 144 York st., "
19998 Portsmouth Wheel Club, Portsmouth
20001 Hall, Lisle A., "

WEST VIRGINIA DIVISION—1—33.
Unattached.
19999 Gillmore, A., Martinsburg

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ...

P. O. Address, ...

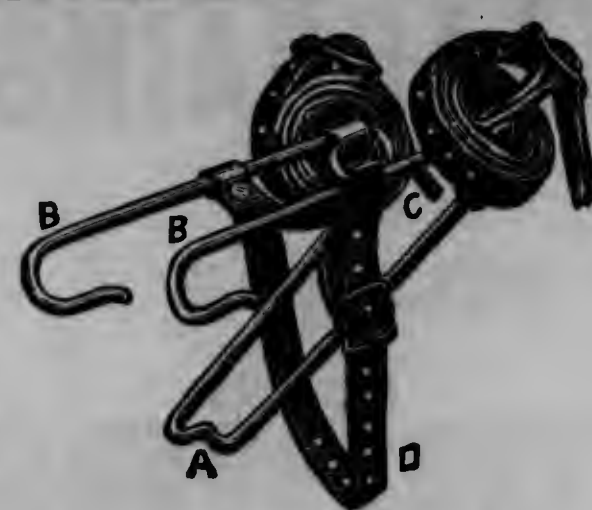
City and State, ...

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August, or September, enclose \$1.50; in October, November or December, enclose \$1.25.

—If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A" Bracket rests on brake spoon. "B" "B" Hooks over handle bars. "C" Straps. "D" Passes under brake spoon.
Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Price by mail, 75 cts. For Star Bicycle, \$1.00. Discount to the trade.

C. H. SMITH,
249 Woodward avenue, Detroit, Mich.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

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WE OFFER

This book to others for 25 cents.

—This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

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No. 12 Pearl Street,
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MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is hand-somely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

ROCK BOTTOM in BARGAIN LIST

OF

New and Second-hand

Bicycles & Tricycles

For Sale or Exchange By

LLEWELLYN H. JOHNSON,

401 & 403 Main St., Orange, N. J.

Telephone 89.

No. Size.	Make, Finish, etc.	Cost.	Price.
104 54	Premier, Hollow Forks, C. Hbars, Balls both, Lillibridge saddle.....	135.00	\$8.50
105 54	American Club, Nickel, except Rims, C. Hbars, Ball pedals.....	147.50	67.50
106 54	Coventry Champion, Hollow Forks, Balls to front, new tires.....	115.00	45.00
107 56	British Challenge, nick. except Rims, Balls to both, Dropped Bars.....	147.50	\$8.50
108 60	Coventry National, Nick. except Rims, Balls all round, Hol. Rims.....	160.00	40.50
109 42	Standard Columbia, Balls to front, A1 order.....	90.00	30.00
110 48	Special Star, latest style, equal to new.....	115.00	67.50
111 50	Standard Columbia, old style, good, strong machine.....	90.00	30.00
112 50	Special Centaur, Hollow Fks., Balls to front, Lillib. sad.....	125.00	35.00
113 50	Standard Columbia, nick. ex. wheels, balls, drop bar.....	110.00	35.00
114 50	Humber Light Roadster, fine order, Ball pedals.....	140.00	70.00
115 50	Sparkbrook, splendid order Ball pedals.....	125.00	80.00
116 32	Rover Safety, fair order, Ball pedals.....	140.00	60.00
117 51	Special Star, Balls and Rollers, Hollow all through, fine.....	142.50	75.00
118 55	Light Rudge, Ball ped., nick. except wheels, Lillib. saddle.....	147.50	60.00
119 56	Expert Columbia, Fish saddle, C. Hbars, Spade handles, A1 namic, 2-speed gear, fine order.....	325.00	160.00
120 44	Humber Tandem, Crypto-Dyn. 2-speed gear, fine order.....	325.00	160.00
30 58	Expert Columbia, \$5 pattern, full nick. C. Hbars.....	145.00	\$8.50
31 58	Expert Columbia, \$5 pattern, full nick. C. Hbars, ball pedals.....	140.00	40.50
32 53	Rudge Racer, C. Hbars, ball pedals.....	150.00	67.50
37 50	American Club, nick. ex. Rims.....	150.00	67.50
40 48	American Club, Balls all round, Lillibridge saddle, nick. ex. Rims.....	145.00	54.00
43 54	American Club, Balls all round, nick. ex. Rims.....	150.00	67.50
44 54	American Club, Balls all round, nick. ex. Rims.....	150.00	67.50
45 52	Duplex Hollow Forks, balls to both, full enameled.....	125.00	40.50
47 54	Victor Light Roadster, \$7 pat. good as new, ball pedals.....	135.00	\$5.50
50 50	Spalding.....	150.00	54.00
50 50	Yale, nick. B. B. and Forks, Double Grip Handles, Balls both.....	140.00	63.00
54 36	Kangaroo, Balls both, new rubbers.....	140.00	36.00
58 40	Humber Ripper Tricycle, bran new, latest pattern.....	180.00	160.00
58 40	Humber Ripper Tricycle, Hol. low Rims, Ball Pedals.....	180.00	\$5.50
59 40	Humber Ripper Tricycle, good as new, latest pattern.....	180.00	135.00
61 40	Humber Racing Tricycle, weight 45 lbs., elegant road machine.....	180.00	67.50
62 36	Humber Racing Tricycle, weight 38 lbs., do for light road use.....	180.00	\$1.00
63 40	Sparkbrook Ripper Tricycle, 26 lbs., steerer, fine order.....	180.00	76.50
64 44	Traveller Tricycle, for gentlemen only.....	180.00	67.50
65 48	Victor Tricycle, 1886 pattern.....	125.00	\$5.50
66 50	Columbia 3-Track Tricycle.....	160.00	45.00
74 46	Motor Tandem Tricycle, strong, durable machine.....	225.00	67.50
75 46	Motor Tandem Tricycle, strong, durable machine, fine shape.....	225.00	90.00
77 34	Gendron, new.....	19.00	9.00
80 48	Victor, 1886 pattern, fine order.....	122.50	67.50
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85 54	Victor, 1885 pattern, fine order.....	130.00	76.50
86 54	Victor, 1885 pattern, fine order, Nick. backbone and forks.....	140.00	\$1.00
87 54	Victor, 1889 pattern, fine order, Nick. backbone and forks.....	140.00	76.50
90 52	Expert Columbia, 1884 pattern, Nickel all over.....	145.00	67.50
91 52	Expert Columbia, 1885 pattern, Nickel all over, C. Hbars, ball pedal.....	145.00	67.50
92 52	Expert Columbia, 1887 pattern, Nickel all over, Spade handles, new.....	145.00	100.00
93 54	Expert Columbia, full nick. C. Hbars, ball pedals.....	147.50	67.50
94 53	Columbia Light Roadster, 1886 pattern.....	147.50	67.50
97 50	Light Rudge, Nickel B. B. & Fks., Ball Ped.....	145.00	54.00
98 52	American Rudge, Ball Ped.....	110.00	\$5.50
99 56	Light Rudge, Ball Ped.....	147.50	67.50
102 52	Harvard, Nick. B. B. & Fks., Balls both, Hollow new tires, Lillibridge saddle.....	147.50	54.00

No. Size.	Make, Finish, etc.	Cost.	Price.
104 54	Premier, Hollow Forks, C. Hbars, Balls both, Lillibridge saddle.....	135.00	\$8.50
105 54	American Club, Nickel, except Rims, C. Hbars, Ball pedals.....	147.50	67.50
106 54	Coventry Champion, Hollow Forks, Balls to front, new tires.....	115.00	45.00
107 56	British Challenge, nick. except Rims, Balls to both, Dropped Bars.....	147.50	\$8.50
108 60	Coventry National, Nick. except Rims, Balls all round, Hol. Rims.....	160.00	40.50
109 42	Standard Columbia, Balls to front, A1 order.....	90.00	30.00
110 48	Special Star, latest style, equal to new.....	115.00	67.50
111 50	Standard Columbia, old style, good, strong machine.....	90.00	30.00
112 50	Special Centaur, Hollow Fks., Balls to front, Lillib. sad.....	125.00	35.00
113 50	Standard Columbia, nick. ex. wheels, balls, drop bar.....	110.00	35.00
114 50	Humber Light Roadster, fine order, Ball pedals.....	140.00	70.00
115 50	Sparkbrook, splendid order Ball pedals.....	125.00	80.00
116 32	Rover Safety, fair order, Ball pedals.....	140.00	60.00
117 51	Special Star, Balls and Rollers, Hollow all through, fine.....	142.50	75.00
118 55	Light Rudge, Ball ped., nick. except wheels, Lillib. saddle.....	147.50	60.00
119 56	Expert Columbia, Fish saddle, C. Hbars, Spade handles, A1 namic, 2-speed gear, fine order.....	325.00	160.00
120 44	Humber Tandem, Crypto-Dyn. 2-speed gear, fine order.....	325.00	160.00

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BARGAINS, BARGAINS, BARGAINS.

A LIMITED NUMBER OF NEW OLD RELIABLE

Standard Columbias

ALL SIZES, FROM 28 INCHES UPWARDS.

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**KIRKPATRICK SADDLE.
DROPPED
HANDLE - BARS.**

**REDUCED
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An unusual opportunity to secure a thoroughly reliable bicycle at the price of a second-grade machine.

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THE FAMOUS, STAUNCH, RELIABLE Rudge Light Roadster Bicycle.

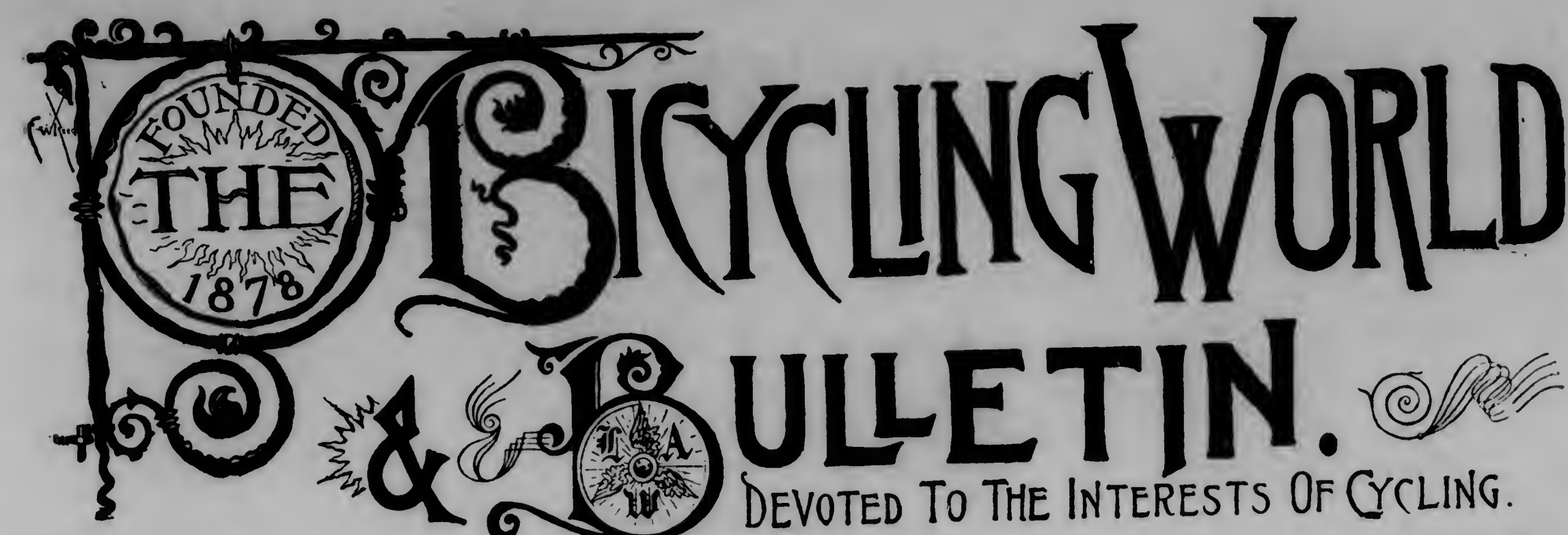
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A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

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IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.



\$1.00 a Year.
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BOSTON, 3 AUGUST, 1888.

Volume XVII.
Number 14.



Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.



SPECIAL.

All Advertisements in this Department 20 cents a line.

FOR SALE—New Columbia Light Roadster Tricycle, \$130. New 55-inch Columbia Light Roadster Bicycle, \$100. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

NEW Special Star and Second-hand Stars for sale cheap. Repairing done promptly. JOHN T. STARR, Coldwater, Mich.

FOR SALE—51-inch Special Star. '86 pattern; enamel finish, nickel trimmings, with power straps; Brooks cyclometer, Corson saddle, extra Star step, and foot rest; has not been run to exceed 150 miles, and is in prime condition. Cost \$137; price \$85. Also, one 53-inch Columbia Light Weight Roadster, complete, with Kirkpatrick saddle; weight 35 1-2 lbs.; been run about 50 miles, and is as good as new in every way. Cost \$135; price \$100. Also, one 44-inch ball bearing American Safety; enamel and nickel finish; in prime condition in every way. Cost \$50; price \$55. F. H. CLEMONS, Star Agent, 422 Lack'a ave., Scranton, Pa.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

CHOICE of 40 Victor Tricycles, in excellent condition; balls all over; strong and serviceable, cash \$40. 4 Rudge Tandems, perfect condition, \$65. Humber Tandem, most new, \$125. New 1888 Singer Straight Steerer Tandem, not ridden 10 miles, \$175. CAPITAL CYCLE CO., Washington, D. C.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

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Foot Rest,
FOR THE STAR,
For Easy Coasting.
Price, \$1.00. Send to
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Oraton Hall, Newark, N. J.

WE COVER THE GROUND.
Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.
20 Different styles, 20
Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.
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55 State St., Chicago, Ill.

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OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. **DR. J. STEPHENS,** Lebanon, Ohio.

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Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

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Be sure and write for Samples and Measure Blanks.

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THE NATIONAL BICYCLE
THE CENTAUR YOUTHS APOLLO WHEELS

SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

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WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN,
Philadelphia.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. **Cash must accompany the order.**

WANT a good Tandem or Safety. JOHN G. ZOOK, Lititz, Pa. Specify fully.

FOR SALE—Springfield Roadster; good as new; only ridden a few miles. '88 pattern; ball bearings; good reasons for selling. \$85 cash, not including express. Address GEO. D. HAZARD, 83 Equitable Building, Boston, Mass.

WILL SELL CHEAP—Good Victor Tricycle; also Victor Safety Bicycle, but little used by a careful rider. 555 North 17th st., Philadelphia.

FOR SALE—Marlboro' Tandem; new, 1887; very little used, and in excellent condition; has Butcher Cyclometer and all tools. Address C. E. ROBBINS, 63 Federal st., Boston.

NEW MACHINE CHEAP—One 52-inch American Champion; full nickel; bell and lamp, spade handles; machine never ridden; bought new in April. Address B. H. WARD, Fairmont, Minn.

CANOE—Wanted a Tandem Tricycle in exchange for cedar canoe "Ione," 18 ft. long, 36 in. wide; smooth skin, radix, anchor, paddle, lead ballast, etc., lug and yawl rigs, drop rudder. E. T. BIRDSALL, 65 Fifth ave., New York.

FOR SALE—54-inch Columbia Expert; full nickel; balls all around; '88 pattern; run about 100 miles; warranted perfect. \$115 at once takes it. Address O. G. WYNKOOP, Jefferson, Iowa.

\$50 CASH for any first-class make of "Rever" type wheel in A1 condition. Correspondence solicited, stating make, year of build and miles ridden. H. P. USHER, Seneca Falls, N. Y.

FOR SALE—52-inch nickel and Enameled Expert; as good as new; Kirkpatrick saddle, spade handles. \$75 takes it if sold at once. Be quick. P. A. SCHELL, Somerset, Pa.

FOR SALE—One 48-inch '87 pattern Special Star; balls to front wheel; cost new, \$112; \$75. One 45-inch '87 Pony Star; cost \$112; \$80, with Brooks Cyclometer. J. J. YOUNG, Braceville, Ill.

BICYCLE FOR SALE—56-inch British Challenge; nickel head and pedals; rest enameled. In first-class condition. Owner wishes to sell, not having time to ride. Buy direct, and save dealers' commissions. Terms low. H. B. S., 3205 Baring st., Philadelphia.

FOR SALE—52-inch New Mail; balls all round; run about 200 miles; cost, with cyclometer, \$140; new this spring; will sell for 125, as I want a larger wheel. "X," care Geo. D. Hazard, 83 Equitable Building, Boston, Mass.

FOR SALE—A Marlboro' Club Tricycle, in perfect order; will sell cheap. M. C. H., care 83 Equitable Building, Boston, Mass.

FOR SALE—One New Rapid Safety Bicycle, entirely new. E. C. RICE, Port Deposit, Md.

FOR SALE—A genuine Beeston Humber Tandem in first-class shape; 1887 pattern; ball bearings all but pedals; sacrificed for \$125; cost new \$260; reason for selling, no time to ride. Address J. E. SEARLES, Little Falls, N. Y. Will send for inspection.

FOR SALE—50-inch Oxford, \$45; 52-inch Rudge, \$55; 54-inch British Challenge, \$40. A. J. KOLP, Scranton, Pa.

FOR SALE OR TRADE—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PAL-LISTER BROS., Ottumwa, Iowa.

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SEE OUR LISTS.

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No. 811 Arch St., Philadelphia, Pa.

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A BIG CUT

—IN—

HOLMES'

Self-Supporting Bicycle Hose.



Closing-Out Sale of
One Hundred Dozen,
To make room for other Stock,

Two Dollars per Pair.

Regular Price \$2.50.

The Holmes Self-Supporting Bicycle Hose are in high repute with all who have tried them. The thigh part is of rare material, cool and comfortable, and so knit as to hold the stockings in place; at the same time it relieves any drawing or pressure.

We have them in

Blue,

Gray,

League Brown,

Black,

Marked Down to

\$2.00 IPER PAIR.

Mailed to any part of the country.

A. G. SPALDING & BROS.,

241 Broadway, New York,

108 Madison St., Chicago.

Send 6c. for 20 Samples and rules for

Buy no more Ready-made Clothing. Send for samples, light or heavy weight, make your own selection, take your measure by our simple rules, and order a pair of our Celebrated \$3 Custom-Made Pants, or finer goods if you desire.

THE BAY STATE PANTS CO.
Vests, \$2.25
Suits, \$13.25 to \$30.00.
COATS \$5.00

A pair of Pant Stretchers will be given to each purchaser, if mention is made of this paper.
BAY STATE PANTS CO., Custom Clothiers
34 Hawley St., Boston, Mass.

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"Pedal and Path,"
Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers this book free on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

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Eagle Rock Hill Twelve Times Without a Dismount.

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A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Klotz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

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Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

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1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

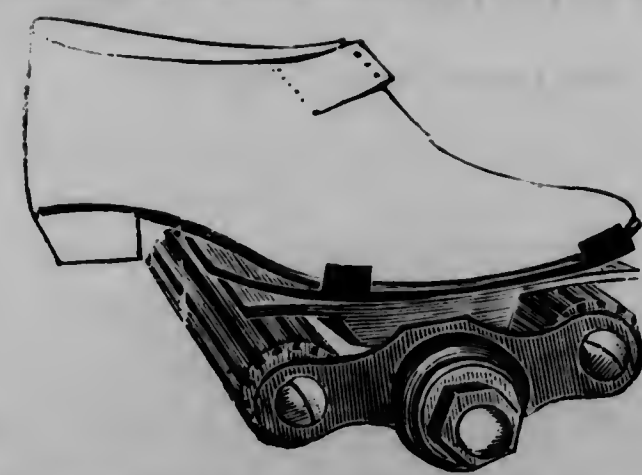
Are you going to Buffalo? If so you will want a pack of these cards.

Attention.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to fill the oiler. A cap of the same diameter fits over the top to protect the tip. Only throws a small quantity of oil at a stroke. Best and neatest in the market. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price. 50c. each.

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144 and 146 Greenwich street, New York.



CARTER'S ANTI-PEDAL SLIPPER.

This article is made of very light steel to clamp to the sole of the shoe, with a rubber cushion beneath which fits between the rubbers of the bicycle pedal. It effectually PREVENTS THE FOOT FROM SLIPPING while speeding or climbing grades. At the same time THE FOOT IS PERFECTLY FREE in case of dismount or header.

PRICE \$1.50 PER PAIR.

W. B. EVERETT & CO., General Agents,
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FOR \$40

YOU CAN BUY A RUDGE RACER

We have on hand a few New Rudge Racers, which we will sell for \$40.

We have also a few Second-Hand Rudge Racers, in first-class condition, that we will sell for \$25. First come first served.

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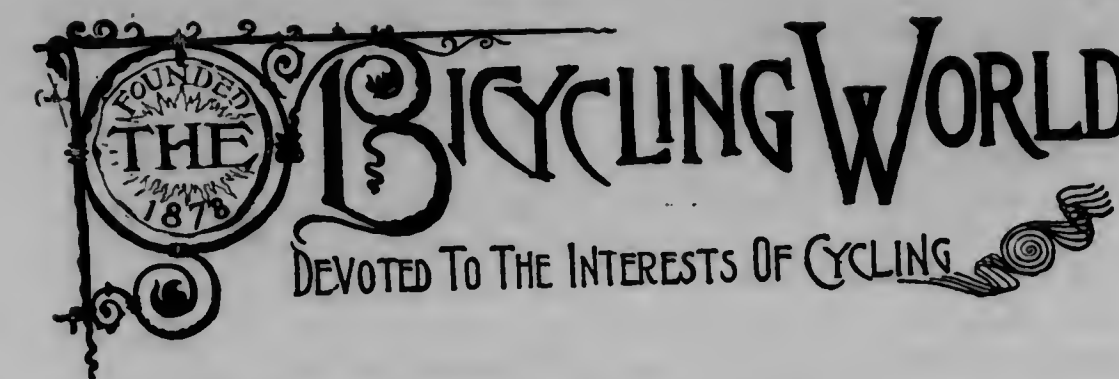
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— BY —

THE BICYCLING WORLD COMPANY,

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League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 3 AUGUST, 1888.

THAT electric welding under the Thompson system is to play an important part in cycle manufacture is now an assumed fact. Up to the present time there has been no method known that would successfully weld tubing. To weld solid bodies of the same kind of metal has been accomplished ever since metal working has been an art.

The difference between the old way and the new electric method is that in the old way the metal is heated from the outside, while by electricity the centre of the metal is first heated, thus insuring a much better weld than by the old process, when it was by no means a sure thing, through lack of sufficient heat reaching the centres, to insure a proper weld. As this invention is one that will be of interest to the general riding public, we cannot do better than re-print from the circular of the Thompson Electric Welding Co. the following: "The principle involved in this new art is that of causing currents of electricity to pass through the abutting ends of the pieces of metal which are to be welded, thereby generating heat at the point of contact, which also becomes the point of greatest resistance, while at the same time mechanical pressure is applied to force the parts together. As the currents heat the metal, at their junction, to the welding temperature, the pressure follows up the softening surface until a complete union or weld is affected, and, as

the heat is first developed in the interior of the parts to be welded, the interior of the joint is as efficiently united as the visible exterior. With such a method and apparatus, it is found possible to accomplish not only the common kinds of welding of iron and steel, but of metals which have heretofore resisted attempts at welding, and have had to be brazed or soldered.

Pieces of such metals and alloys as wrought iron, silver, copper, brass, lead, tin, zinc, bronze, German silver, platinum, gold and even cast iron, are not only welded to each other, but different metals can be welded one to another in many combinations, extending the applications of the process to the attainment of results heretofore impossible in metal working; while the tensile strength of the welds, as shown by mechanical tests under the direction of the United States Ordnance Department, are all that can be desired."

DEAN—SMITH.

We know that our many readers will heartily join us in offering congratulations to our associate editor, Mr. J. S. Dean, on the occasion of his marriage to Miss Smith, daughter of Prof. Walter Smith, late of Bradford, England, deceased. Prof. Smith was formerly Director of Art Education in the State of Massachusetts, and Superintendent of Drawing in the public schools of Boston. Mr. Dean was married to Miss Smith at St. Jude's Church, Bradford, England, last Thursday, August 2d. Mr. Dean is probably one of the best known cyclists in the country. Not only does he wield a powerful pen, but in the early days of cycling he was known as a hard road rider and a successful racing man. His profession is the law, and he has already made his mark among the younger members of the Suffolk Bar. He is a brilliant speaker and a thorough and conscientious worker. It is Mr. Dean's intention to enjoy the honeymoon on the Continent, after which he, with his bride, will return to this country October 2, and take up his abode permanently in Boston.

We wish the young couple all the prosperity and happiness that this world is capable of bestowing.

CHIEF CONSUL ATWATER IN BOSTON.

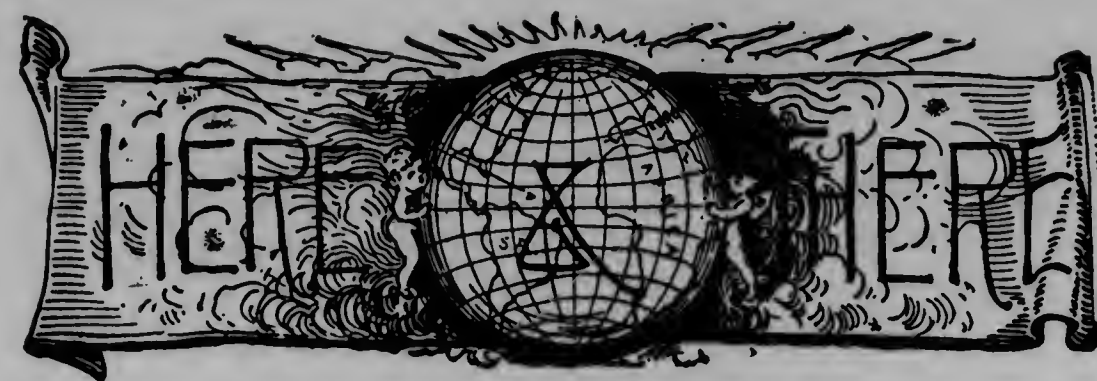
ONE of the most active men in Washington last June on the occasion of the visit of the wheelmen to Washington, and one who exerted himself to the utmost to entertain the visitors, was Chief Consul Geo. S. Atwater. The Massachusetts delegation were especially impressed with the kindly courtesy and untiring hospitality of Mr. Atwater on that occasion, when, therefore, the opportunity presented itself for the Massachusetts men to practically show the Washington gentlemen their appreciation they were not slow to grasp it. Mr. Atwater arrived in Boston last Friday morning, and was at once taken in charge by Dr. W. H. Emery, of Roxbury. Messrs. W. S. Atwell, J. B. Seward and A. W. Robinson also exerted themselves to show Mr. Atwater attention. These good fellows took Mr. A. in tow, and on Friday night managed to "do" Pompeii, promenade concert and a big supper at the Quincy House as a wind-up.

On Saturday this same party took the visitor to Marlboro's to dinner and then to the base ball game, on which occasion the Bostonians astonished the universe by actually winning, a surprise not relished by Mr. Atwater, as the defeated club bore the name of his city. In the evening Mr. A. was banquetted at Young's by some dozen of the men who visited Washington. On Sunday the roads round Boston were sampled.

Mr. Atwater left for Washington on Monday, and we hope he had a pleasant time.

We are advised that Mr. Atwater has secured the United States agency for the sale of the new Smith cycles, and is making arrangements to push the sale all over the country.

ABOUT a month ago Wm. H. Frisbie, President of the New Haven Bicycle Club, lost a tandem tricycle, which was stolen from the place where he left it standing in New York City. On Tuesday week the machine was recovered almost on the same spot. It was in charge of two boys who had rented it at a storage warehouse. Inquiry showed that it had been sold to the keeper of the place on the same day on which it was stolen. The man who bought the tandem for \$7 had to return the machine and it is lucky for him that his loss is limited to that amount. The thief has not been caught. The tandem is worth \$285 and was returned in perfect condition. Mr. Frisbie is to be congratulated.



MINNEAPOLIS NOTES.

"VERNON."

"Who finished second in the five-mile race at the Caledonian games?" was the question asked by those that were unable to go down. Colie Bell came in first, with a good six or eight lengths' lead; Hale and Lackor so near a dead heat that it was hard to decide either way. Hale was afterwards, though not without some kicking, awarded second place. W. Bickley, F. W. Stahl and Morris finished about one-half-mile behind. Colie Bell's entering the race was a surprise to everybody, as he had stated beforehand that he would stay out because of business. On account of a wind down the home stretch, no fast time was made, it being merely a procession until the last quarter, when Bell struck into one of his famous spurts and gained six or eight lengths in about a hundred and fifty feet, which lead he held to the finish. Young Lackor finishing so close to Hale was a surprise to everybody. With good training he could make the best of them hustle. Stahl and Morris (the "dark horses") were not seen during the race. The gold medal won by Bell is a beautiful and costly one, not only for its intrinsic value, but also because it was presented by Gov. A. R. McGill. Bell was called up in the grand stand after he was presented with the medal to show it to the ladies, and was requested to make a speech, but excused himself on account of a "pressing business engagement."

The race Wednesday practically settles the dispute, which was the better man, Hale or Bell?

MR. T. E. MOORE, a League member, from Oskatoona, Iowa, is stopping in town for a while before going to Dakota.

I WONDER if the Dakota boys are dead this year. They generally have a couple of meets a year, but I have heard nothing from them this year.

MR. T. M. SLOSSON has been mentioned as a candidate for Chief Consul, and I think he will have no opposition whatever. Mr. Slosson is a level-headed business man of this city and would make a good Chief Consul.

Two professionals in town have been telling each other what they could do, and what the other couldn't do, but I imagine one is afraid and the other dare not. I would like to see a race between these two. I am sure it would be for "gore," as "fixed" races do not pay now between professionals.

DURING the last week a few members of the M. B. C. have been talking about having a State Division meet some time in September. If they give a good list of events and have it well advertised I am sure they will have a good attendance, as the people here appreciate good amateur sports. This was proven by the good attendance at the Caledonian games alluded to above. There were about two thousand people on the grounds. It is to be hoped that we do have a meet, as it will not only boom bicycling, but also increase the membership in the clubs.

PITTSBURG and VICINITY.

"DUQUESNE."

Now don't all laugh at once. The way to settle this hill climbing is to build a four or five foot path on a steep hill side. The grade can be varied by changing the direction of the path. If parallel with the line of the hill it will be level, and any desired grade can be obtained by running the path more directly up the hill. The path need not be over three hundred feet in length. Have the first fifty feet level, the second fifty feet one in seven, the third fifty feet one in six, next fifty feet one in five, next fifty feet one in four, next fifty feet one in three, and if any one wants one in two give him the medal. A path of this description need not cost much, and the money could easily be raised by subscription. Now let those who consider this a crazy, hair-brained, chimerical scheme devise one better. This is better than any road hill as the surface would be

uniform. Dodging stones and other feats of fancy riding would be relegated to the realms of oblivion, and hill climbing would be substituted for hill racing.

V. C. PLACE and C. F. Seidell are talking of entering the Buffalo races on the Ivel tandem. If they do all Pittsburg will be there to yell for them.

T. H. WILSON, of Minneapolis, passed through here last week on his way to Washington, D. C. He wheeled via Chicago, Indianapolis, Cincinnati and Dayton.

THE wheelmen of this vicinity are anxious to have Wells and Greenwood climb on some of our hills instead of Corey. If a third climb is necessary the boys will chip in and give a medal to cost between fifty and one hundred dollars to the winner, and they will put them on a hill that is a hill. Corey is only considered a grade out here and not a hill. We have two men, or rather boys, who only began riding this season, that can climb Corey, at least we think they can. This Wells-Greenwood business is not a hill climb, it's merely a hill race. Riding grades at high speed is not hill climbing.

NEW YORK AND

LONG ISLAND NOTES.

"WING FOOT."

In reference to the Hall and Wilson Hermer dispute, I desire to call Captain Nellis's attention to the fact that I distinctly renounced, in reporting the affair, all responsibility for the same. Mr. Nellis's statements are very positive, and his accusation of falsehood forcible, but the case stands between he and Mr. Hall, not I. Perhaps Mr. Hall will have further remarks to make.

THE special train on the West Shore Railroad for the accommodation of those who desire to attend the Buffalo meet will leave New York on Saturday evening, Sept. 1st, at 6 P. M., and will probably stop at the larger cities below Albany to pick up wheelmen only, but will take on no passengers west of that city. The fare will be \$8.50, or less, and tickets will probably be good through to Niagara.

If the track at the Huntington Fair Grounds is in good condition some very interesting races should be run this afternoon. The team race should be especially so, as each man is to ride one lap, namely one-mile. It remains to be seen whether a team can be gotten together which can touch that of the Long Island Wheelmen. The undertaking is a very difficult one, barring accidents.

RUMORS have been floating round this vicinity of late to the effect that our Philadelphia friends are quietly organizing an immense century run, and intend showing us, before the close of the season, just how it should be done. Hope you have better weather than we, gentlemen, and that we are able to get up as complete a reception as you gave the devoted twelve. When you do come, be sure to have J. R. L. C. properly groomed to do his great sub-marine bugle act.

MR. MEDOLE, K. C. W., is spending his vacation at the house of the Messrs. Ebbets, at Huntington, L. I., and enjoying his wheel in company with the redoubtable riders of that place.

MR. BARKMAN, B. B. C., in company with Mr. Potter, has been spending a few days off up the river as far as Rhinebeck.

CLUB life is at present rather slack in the Metropolitan District, on account of the absence of so many of the men on their vacations.

MR. LINCOLN, of the Mercury Wheel Club, intends taking an extended business trip a-wheel, on the way to the Buffalo meet, through New York, and would like company. He may be found at 52 John street, New York City.

THE memento pins of the great century run will be ready for delivery this week, after weary weeks of waiting. They were made by the Gorham Company.

THE Brooklyn Bicycle Club had thirty-four members in attendance at the hop tendered them by the management of the Massapeque Hotel, South Oyster Bay, last Saturday evening, twenty-seven of which number rode down by wheel. They report having a splendid time, and meeting lots of pretty girls. After the dance they were entertained by the Branch Order F. O. G. (Fraternity of Growlers). The Brooklyn's now number over 150 members.

MESSRS. BRIDGEMAN, Crichton, Hibsen, Smith, Douglass and Ward, K. C. W.; and Metzger, Manhattan Bi. Club, ran out to Pompton, N. J., last Sunday.

A NUMBER of New Yorkers were disappointed by Well's non-appearance at Eagle Rock on Saturday last.

BOWERY BAY BEACH is the latest acquisition to the list of pleasure resorts, within a half-hour's travel of the Metropolis, and is one that is destined to receive considerable patronage from wheelmen. The list of attractions includes good music, good dinners, fishing, boating and swimming. For the use of bathers they have erected a toboggan slide, with rollers on the slide, about twenty-five feet high. Regular toboggans are used, and the sensation of skimming on the top of the water for thirty feet or so is very exciting. As an attraction to Germans, there is, back on the hill, a genuine "stork-nest," such as is common in the Fatherland. "B. B. B." may be the best reached from New York, via Ninety-second Street Ferry and Astoria.

THE many friends of Billy DeGraaf will be pained to hear that that popular individual was unfortunate enough to receive a terrible fall in Central Park, on Wednesday evening, July 25th, as the effect of a collision with an equestrian mounted on a spirited horse, over which the rider lost control. William was pretty badly "chewed up," and has turned his fickle affections in the direction of a Salvo Safety.

A MRS. CLAUSETT is the latest recruit to the ranks of the lady bicyclists in New York City, and rides a Salvo as gracefully as can be imagined.

OUR friend from Rhode Island will have to hurry in order to beat Mr. Nisbett, of the New Yorks, this month. That gentleman, up to the evening of Monday, July 30th, had made, for the month, over 1500 miles. I doubt whether this has ever been beaten for genuine road riding.

MR. FINDLEY, same club, has ridden every day, consecutively, since the 27th of May.

CHICAGO

NOTES.

OLIVER, was the result of the meeting. The probabilities are that this ticket will win, as it has a practical issue, and is endorsed by leading officers of the Chicago, Lincoln and Fort Dearborn Clubs.

A BIG time is looked for during the Illinois Division Officers' Meeting here the 25th of August, races, lantern parade, run to Pullman, etc., being among the features proposed.

THE re-instatement of Geo. M. Hendee confirms the rumor of several weeks ago in this column, which you contradicted in a later issue. I understand that Mr. Hendee has long since made application for membership in the Chicago Bicycle Club.

A LARGE number of our riders have been spending their vacations at Fox Lake, a delightful summer resort about sixty miles from Chicago. About a dozen members of the Chicagos and as many more from the Lincolns were in that locality last week.

VAN SICKLEN, Tom Roe and George Thorne are reported as soon going into training for any races that may happen their way. They are all doing excellent work and have given the best of indications that they will better anything they have done in the past.

THE Illinois Cycling Club is located in their new \$20,000 club house, with four floors and fifteen feet frontage on LaSalle avenue. It is certainly the equal of any cycling club house in this country, and excels anything in Chicago up to the present time.

THE election of Chief Consul and other officers of the Illinois Division seems to bother the guessers considerably this year, and well it might. With four or five tickets in the field, and no end of withdrawals, acceptances, issues and differences, every candidate is warranted in thinking that the "other side" will succeed.

TOM ROE, who was a delegate to this convention, as I learned from conversation after adjournment, refused to endorse the ticket nominated, and has placed himself in the field as a candidate for Chief Consul. This action of Roe's is entirely contrary to political custom, and does him no credit. He should have remained neutral or else refrained from attending the convention. I trust that a defeat will teach him a lesson not soon to be forgotten.

BURLEY AYERS, the newly-elected Captain of the Chicago Club, had a run called to Racine and Lake Geneva but a fine rain (from a farmer's standpoint) interfered with the starting, and but three or four members went over the route. The Wisconsin Division were holding an annual meeting at Racine at the time and had an elegant programme prepared for Lake Geneva, but the rain kept them in Racine so long that they were forced to alter their plans.

NEW ENGLAND.

"THE JOTTIST."

WE take the following from the Providence *Telegram*. It is a mysterious item, and the allusion to the "English regiments" puzzles us immensely. Can it be that little Rhody has fallen into the clutches of a foreign foe. "Providence bicycle riders who have tried the run up College Hill may be interested in the fact that one of the English regiments is experimenting with a machine called a centercycle, which has four small wheels a foot in diameter and one large one in the centre. It is said that the invention makes climbing a hill as easy for a cyclist as rolling off a log." The above report is a bit unsatisfactory, and we don't want to try the machine alluded to. Unless hill climbing can be reduced to an act easier than "falling off a log" we want none of it.

THE Lynn papers speak highly of Fred Alley, Rowe's new trainer.

FAIRFIELD, Me., will be the only place in the state which will have a track especially for cyclists. It seems the owner of the race track at that place has decided to build a bicycle track inside that used for horses.

THE Cambridgeport Club men have returned from their marine trip down to the Provinces. They were the recipients of kind attentions and courtesies on every hand. Especially are they enthusiastic over the reception given them by the St. John wheelmen.

AN exhibition of an electric tri-cycle was to have taken place on Columbus avenue last week. The trial was not a success. The machine was there and it was started but after a few revolutions "things" gave out. What the particular trouble was, we have been unable to discover.

WHILE coasting down a steep grade in Newton, Mass., Saturday afternoon, Stephen Clyde of Meriden, who had his feet thrown over the handles of the machine, took a bad header and suffered severe injuries upon his head and face, besides breaking his jaw. He was sent to the Boston City Hospital.

MR. FRED STAPLES, of Belfast, Me., took a header from a bicycle overboard from the steamboat wharf on Saturday. He attempted to wheel between the building and the edge of the wharf, a very narrow place, and missing went overboard, bicycle and all. It was about half tide, so the distance fallen was considerable. Fred swam to a boat, obtained a boat-hook, fished up his wheel, and vaulting into the saddle, came up town none the worse for his involuntary bath.

IT is proposed to form a club of tricycle riders living in or near Malden, Medford, Melrose, Maplewood, Everett, Wakefield, Stoneham, Cambridge, Mass., and adjoining towns, having for its aims: First, the cultivation of a friendly acquaintance between the numerous riders in these towns; second, the mutual interchange of information as to roads, points of interest on routes, etc.; third, mutual suggestions as to riding, dress, the care of machines, repairs, etc.; fourth, arranging for club runs, evenings or holidays. Please state if you would be willing to join an organization having the above objects in view. Please advise by August 6th, 1888, and address "Tricycle," Box 597, Melrose, Mass.

L. A. W. 3804 thus throws down the gauntlet to the doubting Thomases of Springfield, Mass.: "Your 'New England Jottist' says in your last issue that Springfield riders are inclined to doubt the time made by Burnett, of South Hadley, in a road race from Holyoke to Springfield, as the distance is fully eight miles, over rather heavy roads, the time claimed being twenty-two minutes. Allow me, as one of the timers, to correct the impression this item has conveyed. First, the race was ridden from the Holyoke Ferry to the North End Bridge in Springfield, a distance of about six and one-half miles; second, the road was not heavy, though perhaps not in its very best condition; third, the time made was twenty-two minutes fifty-eight seconds. In conclusion, if Springfield riders seriously doubt the time made, let them post \$50 or \$100 that Burnett cannot again make the same distance in less time, and they no doubt can become convinced."

NEWS

AND COMMENT.

WHILE riding in the cars the other day between Springfield and Worcester, we noticed bicycle tracks between the two lines of rails. We were told by Mr. E. W. Pope that quite a number of riders used the Boston & Albany track between Worcester and Springfield, as the highways were as a rule so poor.

THE Orange Wanderers are entitled to one Representative, and nominate Dr. R. M. Sanger.

A PECULIARITY of the Ohio Division meet seems to be that most of the time was spent in Michigan.

We have yet hopes that the deciding heat in the Wells-Greenwood hill-climbing contest will be had on Corey Hill.

PRESIDENT POPE, of the Pope Mfg. Co., sailed for Europe last Saturday on one of the French line of steamers. He will return to this country about the first of October.

MR. DUCKER as a manager is a familiar subject, but Mr. Ducker as an author is a new role. Yet it is so. Mr. D. comes out as an author and promises a "serial story in six chapters," the second chapter of which appears in this issue. This story is profusely illustrated, in fact illustrations are the principal part of the story. The first chapter was entitled "Preparation," this current chapter is called "Specials." By all means look out for Ducker's serial story.

In speaking of the proposed bicycle path between New Haven and New York, an exchange for the general press voices our sentiments exactly when it says: "How much better it would be if the towns between New York and New Haven would each macadamize the thoroughfare leading from one to the other, and thus make the old turnpike a boulevard from New York to New Haven. It might cost something, but in the end it would pay for itself." We would like to see these sentiments permeate every man, woman and child the country over, but the penny wise pound foolish doctrine seems to prevail in the rural districts, and jobbery has our municipal government by the throat so that the Utopian dream of good highways seems very far from fulfillment. Agitation is the only remedy, and so we "agitate."

In reply to our strictures on Mr. Wells for not reporting at Corey Hill two weeks ago, the *Athlete* has the following: "By the way, why is it that the *World* expected Mr. Wells to meet Mr. Shurman on Corey Hill when it this year excludes professionals from its road race, out of deference to the new opinions of the Racing Board?" We will say in reply to this that we "expected" it because Mr. Wells had agreed to be there. As to the possible complications that might arise in consequence of Mr. Wells and Mr. Shurman meeting in competition we have nothing to say, in fact this is the first time that the *Athlete* has suggested any such motive as intimated. We had always supposed that it was "business" that prevented Mr. Wells from appearing as agreed.

MR. WELLS, in the *Athlete*, in answer to our article defending President Kirkpatrick in his action at Baltimore, has the following: "But the *Bicycling World*, in answer to our editorial, puts itself on record as claiming that on account of the thoughtless and hot-headed actions of a dozen or so members of the League the President of the organization has a right to arbitrarily take away from the other 10,000 members the privileges and enjoyments of our annual meeting. Is this justice? Is it anything less than despotism?" For a long shot and a bad shot this takes the record. We have said nothing at all about the President's words on this subject, even if it is true he spoke them. President Kirkpatrick has not the arbitrary power claimed by the *Athlete*. However, the repetition of such actions has a tendency to disgust the rank and file and cause them to vote for a change in the by-laws of the League and abandon a social annual gathering.

"THE BICYCLING WORLD AND L. A. W. BULLETIN, commenting on the Murder Lane hill-climbing contest states that it is to be regretted that competition is open only to L. A. W. members. Such comment from such a source is calculated to strike dumb the faithful who pin their allegiance to the Association of American Wheelmen, the very existence of which is necessary, nay, vital, to the life of the paper that advocates such heresy. The benefits which accrue from membership in the League should not be accorded to the unattached, and entries for this contest, as in all L. A. W. races is very properly limited to members."—*Pittsburg Bulletin*. Is that so? Well, we did not know that the hill-climbing contest was to be run under the auspices of the L. A. W., in fact we thought that the L. A. W. Racing Board refused to encourage any form of road racing. Mr. Kalcher has the privilege of making this contest "open" or "limited," as he sees fit. The above eruption, however, leads us to ask, why limit to Pennsylvania members? This is the time that Mr. Kalcher should pray to be delivered from his friends—of the *Bulletin*.

THE "Piratical" editor of the *St. John Globe* writes thus of the arrival of the Cambridgeport Cycle Club in that city last Saturday: "A mysterious looking craft, with long rakish masts, carrying an immense spread of canvas, was seen feeling her way through the fog in the offing this morning, looking for a chance to get into the harbor. From her maintop the 'Stars and Stripes' were floating. Her deck appeared to be alive with men—a circumstance which gave rise to no little speculation. 'Who is she?' 'Where did she

come from?' 'Why are so many men on board?' were among the many questions which the watermen asked each other, but no one seemed able to answer. Some ventured the assertion that it was some bold bucconer who was bent on a mission of rapine and plunder, others that it was a gang of Fenian raiders, and several that it was the Boston Base Ball Club, who had fled to Canada, to escape the wrath of an enraged public. But when the craft came up the harbor and was brought to moorings at Walker's wharf speculation ended. It was then ascertained that it was the Boston schooner-yacht *Fleur-de-Lis*, and that her crew was composed of twenty-six jolly, good-looking fellows belonging to the Cambridgeport, Mass., Cycle Club, who were bent on pleasure and not on plunder."

HOWELL DEFEATS CROCKER.

A CABLEGRAM dated London, Aug. 1, announces the fact that Howell beat Crocker badly in a ten-mile race. Time, 26.25 3-5.

GERMANY, THE RHINE AND HOLLAND.

BY THE "SENATOR."

(Continued.)

WE now entered the Castle Grounds, and the old ruins better preserved than any castle ruins in Great Britain, soon opened to view, and our classical guide deserted the "fifteen" live and dead tongues and, with a record-breaking rapidity, plunged into bad English, with the merits and demerits on the "wonderful" old pile. Situated on a very high promontory overlooking the town of Heidelberg itself, and the shining, winding river, Neckar, which flows practically through the town, the view is worth a climb, as it is a very grand panorama of landscape. Plunging into the deep recesses of the old ruins we were in the presence of the large wine barrel (or wine tun, as it is called), said to be the largest barrel in the world, a statement I receive with some doubt, as there are a few in the famous "Best" brewery in Milwaukee which I think, by my observation in 1883, will give this old "famous tun" a bit of start. However, this "wine bin" is said to have been full of wine on two different occasions, Napoleon and his "sojers" emptying it on one occasion. "Bony," like some other persons that I know, had little appreciation of big barrels, of peace or old relics, as he stored his powder in the cellars, and, vandal that he was, drank the wine which the old Nabob of the castle was preserving for the ages to come. We also had a peep at "Peppo," the renowned King's Jester, who was set up very much after the fashion of your Punch and Judy. The above departed individual is said to have had a daily allowance of twelve bottles of strong wine, and was seldom sober; no wonder, indeed. I thought what a splendid tandem companion this same "Peppo" would have been for some prominent English "pro," and how they would have made Rome howl.

Climbing up another two hundred feet we had still a better view of the town, the surroundings, the University, and the students' famous (?) duelling ground (or rather, building), being a large, farm-house-looking structure on the left of the river in a kind of ravine in the mountain side. Tuesdays and Fridays are the duelling days set apart by the two corps, of

RED AND WHITE CAP STUDENTS.

who hold no intercourse with each other, not even saluting in public or private, a custom so dear to Germany. There is no apparent enmity, but a kind of truce, which forbids any acknowledgment of each other. A number of fierce encounters had taken place the morning of our arrival, and one of the combatants was said to have been almost fatally wounded by the three-foot keen-edged foil or sword they foolishly gash each other with. The duelling code of the University prevents wounding or aiming at any vital part of the body, and the body up to the upper part of the throat is protected by bandages of material which would withstand a careless or unintentional thrust. The face, especially the cheek, is the principal point of attack, and we passed many students on the mountains whose red scarred faces (sometimes with freshly plastered wounds) spoke eloquently of recent encounters, which are debasing in the sight of their Maker, and a disgrace to the University of Heidelberg and their country's laws alike. Why a supposed intelligent country like Germany tolerates the flower of their race in keeping up a custom which is both degrading and a distinct type of barbarism, is a problem which the visitors to Germany cannot fathom. The result of the duel is plainly seen in the faces of hundreds of young men who walk the streets of Berlin, the livid marks testifying to the wearer's being an ex-student. They tell me the wearers of this brand of infamy and disgrace consider it a point of manly honor to carry "marks" on their persons which shows them to be courageous. Rather a "mark" of down-right imbecility, which an application of the cat-o-nine-tails should eradicate, for the country's good. It

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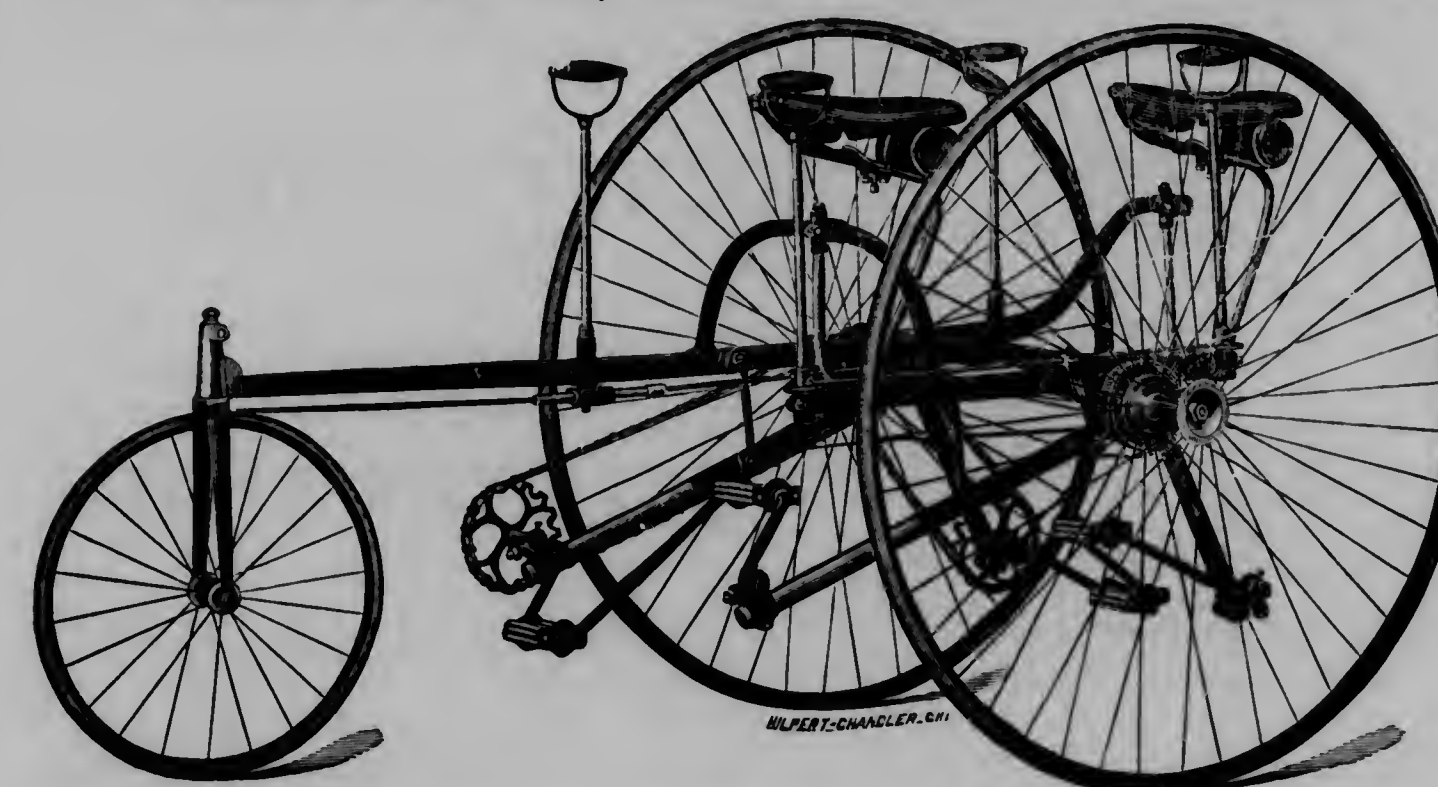
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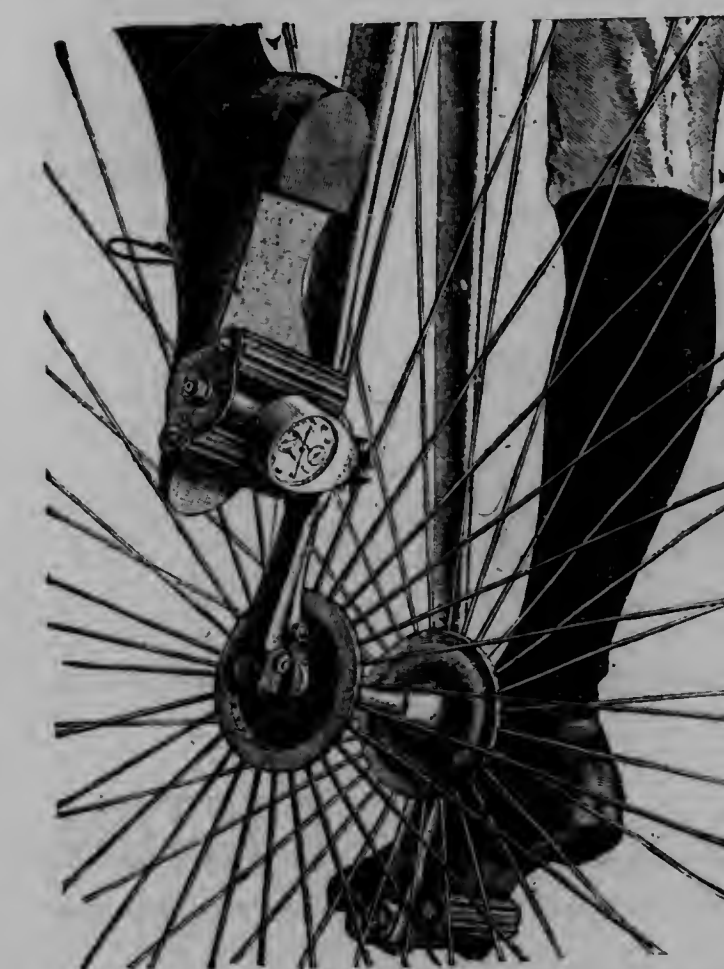


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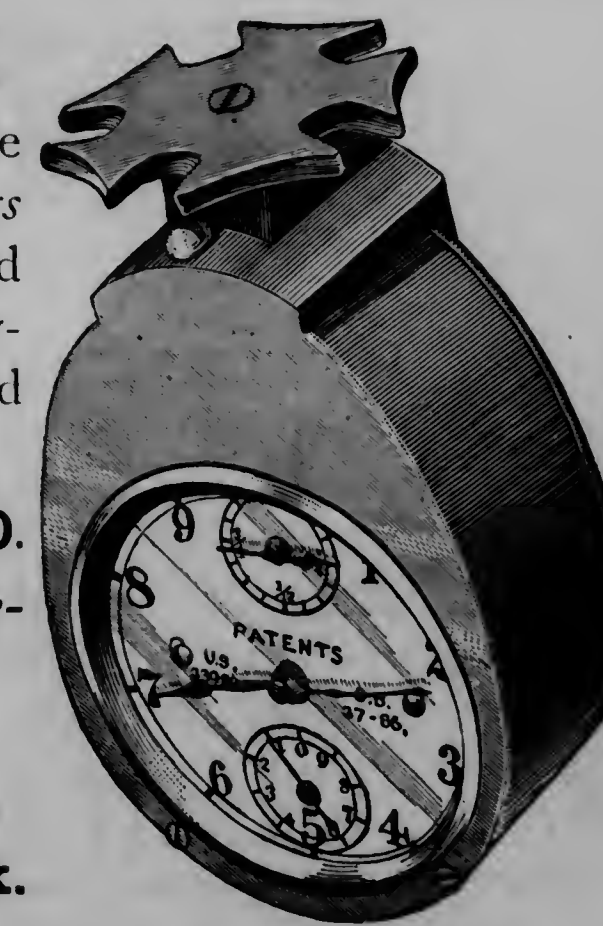
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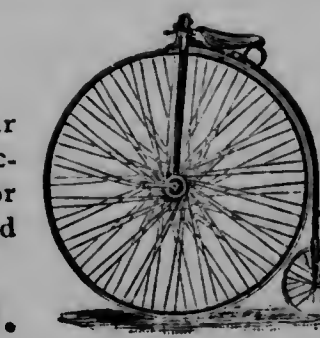
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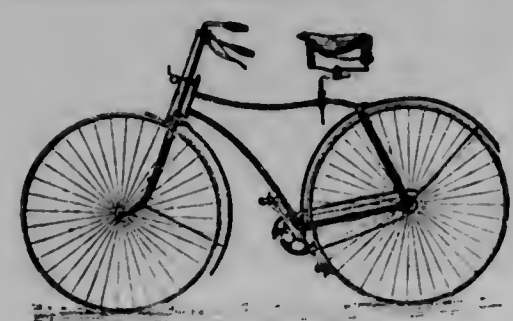
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BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co. 12 Pearl St., Boston.

seems when a young man enters the University of Heidelberg, he is expected (not forced) to join one or the other of the two corps, which are distinguished by their red and white caps which are worn at all times. Volunteers are expected to represent either side in their "contests," and the Captains of the corps have a right to order any member to battle in case he thinks fit, if the member is thought to be shirking a "fight." Six battles are waged at nearly every meeting, and the students drink wine and beer and smoke cigarettes while the battle is on and while the surgeons are busy stitching up and staunching the wounds of their comrades. In many instances, I'm told, a young man goes to Heidelberg fresh from home and the kindly influence of mother, father and sisters, and

LEAVES THE UNIVERSITY A PERFECT FIEND,

worthless in all that should commend him to the world. No doubt there is much gold amid the dross, but to the minds of many people I conversed with on the subject, Heidelberg is the nursery of vipers in too many instances. First class professors of all kinds find the young men are much fonder of unseemly brawls than their Horace and Virgil. Even the son of the "Iron Chancellor" (Prince Bismarck) was confined in the University prison for three days for some misdemeanor—fancy a prison being necessary at such a place—and another young man was in prison all one session except three weeks, for infringements of the University laws, some of which are strict. If the duelling was put under the ban the place would soon become worthy of praise.

Well, to return to our visit to the castle. After climbing some four hundred feet, Temple discovered he was tired, but Woodside cried "excelsior" and I said "let her go," so the "romantic" took charge of the guide and conducted him back to the starting point, and having an evening engagement in Frankfurt, Temple boarded a train, and "Woody" and self went on climbing, until at last we surmounted the extreme peak of the very picturesque "Königsstuhl" mountain, and were soon sitting down near some students who were patronizing "Bacchus." Among them, strange to say, was a Chicago youth, who, after looking at our signatures in the visitors' book, jumped up and said, "Well, I'll be gol-darned, boys, I never expected to see you here, I saw you race in Chicago in 1883." In this youth we soon recognized an amateur who used to do some practice in the exhibition building on the lake front. A general introduction to the "white caps" followed, and as several of them spoke English I gleaned what I was after, "information" of the University. They seem a careless lot, but imbued with much good sense, and in reply to my condemnation of duelling in general, they said it was an old institution and custom, which was the only "charm" (?) to their college life in the mountains. Our newly made acquaintances soon left and went howling down the mountain path, their shouts and laughter were at last lost in the distance. Looking over the visitors' register, names and cities of America were frequently seen, New York and Chicago furnishing many. Two Irishmen, with the usual vein of Irish humor, had, of course, been up the mountains, and James Flynn, residence, Ireland; occupation, "Parnellite;" remarks, "Hurrah for Home Rule;" John O'Donnell, residence, Cork; occupation, "Moonlighter;" remarks, "Hurrah for Parnell." We climbed the 250-foot observatory tower, and as the setting sun illumined the landscape we looked towards eight famous places in European history. To our left with a golden brilliancy sparkled the waters of the Rhine, some fifteen miles distant; on our right was distinctly seen the far stretching Black forest; immediately facing us were the tall spires of the Strasburg Cathedral, and the city of Worms, a city

MADE FAMOUS BY MARTIN LUTHER

and his defiance of temporal power in preference to possible death and retraction of his doctrine of the reformation. The town of Heidelberg looked like the miniature city of a peep show, and the river Neckar looked like a silver vein winding and squirming through the mountains and valleys. For two hours we were lost in awe and admiration of the scene. I can never forget the influence it had on me; a soothing influence, which deprived me of all energy. Never again do I expect to look on a more brilliant or impressive panorama.

"Woody," it is ten o'clock," was my exclamation, as my companion started from his dreamland reverie. "I had no idea of that, the time travelled so quickly," was the response, as we hurried down the steps, and after purchasing the inevitable "views" from the German female custodian, we made a hot pace down the mountain in the now fast closing gloom to catch our eleven o'clock train for Frankfurt. At eleven o'clock we drew up somewhere, I'll be hanged if we knew where. "We are lost as surely as were the two babes," said Woodside, and in truth we were amid pitch darkness and mystery surrounded us. We held a council of war, and the subject debated was "shall we proceed or rest in this cavern, a huge excavation in the mountain side?" "Proceed," was the reply, and so

we journeyed on. It was nearly twelve o'clock when the moon arose, and in ten minutes we found we were ten miles to the left of the town of Heidelberg. Getting into a fair path we piled on steam and again soon found ourselves looking at the castle by moonlight. Hastening to the station we found the next train left at 4.30 A. M., and as we were booked for our trip down the Rhine the following day we visited the nearest hotel to the depot, giving the porter instructions to call us at four sharp. It has been reported that prowling bears had been seen on the mountains, and while resting near the cave loud growls were plainly discernible, and the rushing through and crackling of the broken, dried sticks in the path, told us plainly danger was at hand. Bracing ourselves against the side of the cavern, we drew our bottle of Schnapps and pen knives, and were preparing to sell our lives, when—"Get up, or you will be late for your train," was heard through "the keyhole in the door," and I jumped out of bed, glad to find my bear dreaming, fighting fancies were not realities.

HASTILY SWALLOWING A VILE CUP OF COFFEE,

which we had bribed the porter into furnishing, we sought the station. Here we were able to see the sun rising in all his majesty from above the mountains, and flood the valleys with its rays, so we were fortunate enough to see the sun set, moon rise and sun rise over Heidelberg within twelve hours. Arriving in Frankfurt at 7.30 (it took our train three hours to do fifty miles), and as Mark Twain puts it "were perfectly safe," Taking train for the Manz (or Mayence, as it is called in English,) we found, on arrival at the latter place, we had only ten minutes to catch a fast steamer down the Rhine to Cologne, and as the distance to the boat was a full mile we did some "hustling," and the driver who carried our not small quantity of baggage and ourselves evidently thought people with no small amount of impatience and energy were aboard. Making the "cabby" beat record, we reached the side of the pretty steamer just as the Captain had given orders to cast the gangway plank off. Throwing our baggage pell mell into the steamer, and creating a regular panic, we jumped aboard, much to the amusement of the German skipper and the crowd of well-dressed passengers who witnessed the energy displayed.

(To be Continued.)

SPECIAL RATES TO BUFFALO.

NOTICE TO MEMBERS.

To New York State members—Special excursion tickets from Binghamton, N. Y., and point west of a vertical line drawn through Binghamton at one fare for round trip, with price of admission to fair added, sales to commence Sept. 3, return tickets to be available within five days from and including date of sale. Special excursion tickets from other points in Trunk Line territory at one fare for round trip, with price of admission to fair added, tickets to be sold September 3, 4, 5 and to be good for return passage within ten days from and including date of sale. Wheelmen in New York State and on the N. Y. C. and connections, will correspond with George R. Bidwell, 313 West 58th St. New York City, who has special rates and arrangements made for a special train.

Massachusetts members—The fare for the round trip from Pittsfield, Mass., will be \$7.32, Springfield \$8.49, Worcester, \$9.71 Boston, \$10.65. These rates will be good for fifteen days. The carriage of wheels will be free, but they must come on certain trains, which will be designated hereafter. Wheelmen at Florence and Turner's Falls, will take train to Springfield. These rates have been secured through the kindness of the Boston and Albany Railroad, and wheelmen are respectfully requested to form small parties and inform Mr. Ducker of Buffalo of their number. It is hoped to arrange this matter so as to start a special train from Boston especially for wheelmen and their friends. The Boston and Albany Railroad in making this concession are deserving of the patronage of wheelmen. They will also return over their line free all exhibits sent to the Exposition. Wheelmen are requested to write Mr. Ducker regarding rates and time of leaving train at their earliest convenience.

ROUTE FROM WICHITA TO HUTCHINSON, KANSAS.

No. 16,827 wishes to know something about Kansas roads. An excellent road is that between Wichita and Hutchinson. Leave Wichita, via Oak street bridge, ten miles west to "ten-mile post;" north seven miles to Colwich; between these points a mile of sand will work up one's appetite. At Colwich I will make "16,827" at home. From Colwich to Andale, seven miles, due west six miles, north one mile; Andale to Mt. Hope, one mile north, two west and four miles north; Mt. Hope to Haven, eight miles west and angle northwest, one and one-half miles; Haven to Hutchinson, north

west angle fifteen miles. Good roads to speed on most of the way. Whole distance, 55 1-2 miles.

A. Jos. Henley and Harry West, of Wichita, made 100 miles Sunday, July 22, 1888, in ten hours and a few minutes, actual running time.

No. 16,228, Colwich, made a quarter in 39 3-4 seconds on a sixty-inch Spalding last Saturday, July 21.

Wichita has a club of forty members. About seventy-five wheels in town. 16,228.

NEW YORK DIVISION.

CHIEF CONSUL BIDWELL of New York has sent out a strong circular to the Division members and Consuls asking their aid in making the Division Meet at Buffalo, September 5th, the largest and most successful in the history of that Division. The transportation committee is hard at work perfecting transportation arrangements. As fast as perfected the particulars will be printed in this paper. By referring to page 279 there will be found some facts on this matter.

THEY DID NOT CLIMB MT. WASHINGTON HILL.

Editor Bicycling World: I see your correspondent from this place mentions Messrs. Stone, Suda and Lewis as having taken part in the Mt. Washington run at Baltimore, and as having climbed all the hills, Mt. Washington included, without a dismount.

Now I would not like to come right from Mt. Washington hill and countenance an assertion so wide from the truth as the above, and the more as it is known to many of the readers of your paper, who were there, to be untrue.

We of the St. Louis did not climb the hill, did not try to. Got off on various occasions. When we do dally with the truth we have the judgment to do it when there are not so many acquaintances available as witnesses.

Truly yours, C. H. STONE.

GRADE OF HOG BACK HILL, ROCKPORT, OHIO.

Editor Bicycling World: In your collection of big hills, please place Hog Back Hill, in Rockport, Ohio, 9 miles southwest of Cleveland, as our local terror. It is 810 feet long (horizontal), 115 ft. 2 inches rise, average, 1 foot in 7.04. The last 80 feet from the top rises 1 in 4.6, the next 60 rises 1 in 5, and the next 100 rises 1 in 5.6, and near the bottom is 30 feet with a rise of 1 in 5. The hill has been climbed but 4 times, each on Stars, 1st Robert Ruck, August 29, 1886; 2nd, H. E. Chubb, September 5th, 1886; 3rd, Walter Collins, October 3rd, 1886; 4th, Robert Ruck, July 22, 1888. Compared with the famous terrors, this is not a long hill, but it is the steepest of any I've heard of being climbed on a bicycle. We would like to have some of the cracks try it, and let us know just how tough it is; out here we have the utmost respect for it. This hill was surveyed September 5th, 1886, by Herman Stearns, now of Boston, who has the original survey. I only copied the steepest grades given above. To encourage some of the champions to try it, I wish you would publish this. Yours, RAMBLER.

THAT RACE OF THE ORANGE WANDERERS.

Editor Bicycling World: The newspaper prerogative of attempting to be funny, led your gifted pen into one or two misstatements last week, in speaking of the Orange Wanderers' road race. In the effort to afford a little harmless amusement, you were compelled to make assumptions and draw inferences without the slightest foundation of fact, and now that everybody has had a good laugh over the "queer ruling" of the Orange Wanderers, I trust you will permit me, by a short statement of fact, to correct the misapprehensions caused by your article.

In the first place the Wanderers have never held a club race that was not open to any and every class of machine. The first road handicap of the club was won by two members on a Humber tandem tricycle, and numerous entries have been made on safeties and single tricycles.

Secondly, neither of the tandemers have uttered a word in print until your quotation from a local daily, which without the slightest grounds, you credit to them, compels this protest. The paragraph in question was written by a green reporter of a paper, without the knowledge or authority of any club member whatever. In view of this fact, an apology would not be out of place, Mr. Editor.

Finally, there has been no protest, nor are there any indications that any will be made, and the whole affair is evidently a case of making a mountain out of a molehill, occasioned by the usual mid-summer scarcity of news bicyclic.

I enclose a paragraph from last week's Orange Chronicle, which should close the controversy. L. H. JOHNSON.

[We received the account of the affair, as printed last week, through our regular channel, and we had no reason to suppose it was not correct. We are pleased to give Mr. Johnson's letter space.—Ed.]

IN DEFENCE OF THE ACTION OF THE NEW YORK AND NEW JERSEY ROAD RACING ASSOCIATION.

Editor Bicycling World: Your criticism of us for allowing a change of teams when running off the Alphabetical Association's tie, prompts me to say a word on behalf of the Executive Committee; a word which we had hoped would be rendered unnecessary by the sober second thought, not perhaps of the cycling correspondents, but at least of cycling editors. The fact is, that you all fail to grasp the idea that our association has practically founded a new kind of race; not a race between teams, but a race between clubs. It was established primarily for the purpose of determining semi-annually which club in the vicinity of New York had the best average of road riders, as evidenced by its selection of four men for representatives at a semi-annual race. Nowhere does our Constitution recognize individuals, but only clubs; and therefore Messrs. Kluge, Baggot, Stenkin and Gubleman did not tie Messrs. T. J. Hall, Wilson, Beasley and Marion on Decoration Day, but the Hudson County Wheelmen tied the Kings County Wheelmen. This is a condition altogether different from those of the races to which you have been accustomed, and requiring different treatment.

Whether or not this was a fair condition of things or an expedient one, is something with which the Executive Committee had nothing to do: they were governed by the technicality of the law as they found it, and could not be influenced by any questions as to what hardships it might work. Speaking for myself, I think it is the fairest possible arrangement, as otherwise one of the clubs might be compelled to forego running off the tie by reason of death or illness of a man who had ridden for them in the original race, as would have been the case with both clubs in this instance; since Mr. Baggot had been seriously injured and Mr. Marion out of training on account of having to nurse his brother. In the case of an ordinary tie, if one of the competitors is in any way incapacitated from running it off, it is his own loss only; but if an entire club is thrown out on account of an accident to one of its members, it would certainly work injustice.

Under all the circumstances, therefore, your illustration strikes me as what we would have called in 1876 *ultra vires*.

Yours truly, E. J. SHRIVER.
Baltimore, July 27, 1888.

ANOTHER VICTORY FOR THE LEAGUE

Editor Bicycling World: Having just won a victory over the anti-cycling powers in the town of Tracy, in this State, I feel constrained to give you a brief account of the affair. Tracy is a town of some 1,500 inhabitants, in the southern part of Minnesota. In June, 1888, the village Council passed an ordinance prohibiting the use of cycles on certain streets of the town. Under this ordinance several wheelmen were arrested and fined, notably, Rev. J. H. Long of Currie, an account of which appeared in your columns. The Minnesota Division of the League became interested and decided to investigate. On Saturday, July 21st, I rode into town and spent half an hour riding over the prohibited territory, one block in the centre of the town. The village Marshall failed to appear, and the Mayor and Councilman squinted at me from around corners, but didn't interfere. Later I left the town, to spend Sunday at Lake Shetek, some ten miles out, leaving word at the hotel that I would be back on Monday or Tuesday. As soon as I left the town, the authorities "braced up," talked loud, and threatened to send out to the lake and arrest me. But the talk was all wind. Monday afternoon, Rev. Long and myself rode into town and put up at the hotel, as usual. We then called on the Mayor, and endeavored in a fair and gentlemanly manner, to induce him to secure the repeal of the ordinance, telling him the League would be perfectly satisfied with an ordinance keeping wheels off the sidewalks. If this should not be done, however, we told him we would send men in, have them arrested, sue the town for heavy damages, and in all probability win our suits. He wouldn't listen to reason, but blurted out with, "No one with any brains rides a bicycle, unless he is an invalid," and continued to pour out a torrent of abuse upon wheelmen in general, and myself in particular. We soon bowed ourselves out, and went to supper. Later we hunted up the Justice and Marshal, as the Mayor told us a warrant was out for our arrest. But those worthies said there was no warrant, so I could not get in limbo. As nearly as we could ascertain, the Mayor, after his interview with me, ordered the Marshal not to make the arrest. The upshot of the whole matter was that on Wednesday evening, the Council repealed

the obnoxious ordinance, by a unanimous vote, and the Mayor has signed the repeal. Thus, once more has the power of the League been demonstrated. In justice to the citizens of Tracy, I should say that almost to a man, they were opposed to the ordinance, and that it was kept in force only through the obstinacy of the Mayor, Dr. H. M. Workman. Please put his name on the black list.

Redwood Falls, Minn., July 27, 1888. A. M. WELLES, L. A. W. 4241.

[We append below the ordinance as a literary and typographical curiosity. We reproduce exactly, with errors and remarkable spelling, as it appeared in the local paper.—Ed.]

"An ordinance to prevent the riding of velocipedes, bicycles and roller skates in the village of Tracy.

The village council of the village of Tracy do ordain and establish the following ordinance.

Sec. 1. It shall be unlawful for any person to ride velocipede, bicycle or roller skates on the streets or on the sidewalks on Third and Fourth streets or on that portion of South and Morgantstreets lying between Second and Fifth Streets.

Sec. 2. Any person violating the provisions of this ordinance, on the conviction thereof, shall be subject to a fine of not less than 3 nor more than \$10, or by imprisonment in the village jail not to exceed five days and costs of prosecution.

This ordinance shall be in force from and after its passage. Passed June 17th, 1887. CHAS. W. MAIN, Recorder. H. W. WORKMAN, President."

A LADY'S RECORD RIDE.

MISS MAGGIE KIRKWOOD, of Maplewood, rode a century on a tandem, in company with her brother, on July 29th. She rode from her home in Maplewood to Newbury and return, and made up the distance by a run to Cliftondale. We think this is the first century made by a New England lady.

THE POSTPONED NEW CASTLE (PA.) RACES.

THE race meeting of the New Castle Bicycle Club that was postponed on July 4th, on account of rain, will be held on August 30th. The programme has been rearranged, and new prizes will be offered. The L. A. W. half mile championship and the Pennsylvania one-mile championship will be decided.

Arrangements are being made with the rail roads to secure special rates from Buffalo, which will enable racing men training there to run down and take part in these races.

GOOD ROAD WORK OVER HILL AND DALE.

MESSRS. JO B. NORTHERN and Ed. D. Fisher left Nashville, (Tenn.), last Sunday, July 22, for a day's run (24 hours), and completed 138 1-4 miles, over common country roads, this now being the long-distance record of the State. Mr. Northern was mounted on a 52-inch New Mail. He was one of the party who made the 108-mile run a few weeks ago. Mr. Fisher rode a 53-inch New Mail. He was one of the party who wheeled from Nashville to Niagara Falls last summer, the longest day's run being 105 miles, from Cleveland, Ohio, to Erie, Pa. He also rode the 108-mile run on July 1. The Butcher hub cyclometer on his machine shows at present 3,471 miles wheeled since June of last year.

MCCUNE AND LEAVITT.

AN impromptu, though very interesting little match, was run off at Chesnut Hill Reservoir the other day between W. M. McCune and E. F. Leavitt. The distance round the basin is 1 1-16 mile, and the time made was 3:30 1-2, not very fast, as the surface was not in bang up condition. The men being together all the way round, and on the rounding into the straight 1-4 mile, speed was put on, and determined effort was made by each man. Leavitt rode hard, but McCune calculated his powers, and put on a "little bit left" just a few yards from the finish, winning the race by a bare length. McCune rode a Springfield Roadster.

100 MILE STATE OF KANSAS RECORD BROKEN.

IT has been noticed for some time the enthusiasm of the Wichita (Kansas) wheelmen is on the increase. On the morning of July 22 could be seen on the bulletin board at the Henley sign studio this inscription: "July 22, Off for Peabody. 2 Lieuts. Wichita Wheelmen." A. Jos. Henley and Harry Lesh had concluded to try their speed on a hundred mile run. They started from corner of Douglas avenue and Main street, Wichita, at 3:45 A. M.; arrived in Newton at 6:45, where they stopped forty minutes for breakfast; arrived in Peabody at 9:25, at which place they stopped until after dinner, leaving Peabody at 2:10 P. M.; arrived in Newton on return trip at 4:10 P. M.; left Newton at 5 o'clock, and arrived in Wichita at 8 o'clock, making actual time of riding ten hours and distance one hundred miles.

The hundred-mile record for the State of Kansas was made at Leavenworth on the Government pike in twelve hours by C. C. Candy, ex-Consul. Messrs. Henley and Lesh say if they would have had such roads as that they could have made it in two hours less time. The Wichita men traveled over the ordinary prairie roads, taking everything as it came, and report some of the road between Newton and Peabody so rough that it would make a pedestrian shiver to walk them.

The record breakers are to be congratulated on their pluck to tackle and success in accomplishing so long a run in so short a time, especially during such warm weather.—Exchange.

SYNYER WINS THE ENGLISH 5-MILE CHAMPIONSHIP

THIS event at North Shields, lately, brought out a splendid field, not in numbers but in quality. When such men as Synyer and Kilkelly meet, there is always sure to be blood on the moon. In the draw for position, Kilkelly got inside, Carruthers, on a safety, came next, and Synyer got outside place. Carruthers made pace, and very hot pace it was, several times he tried to run away from the others, but he could not do it. Three laps from home the racing became terribly hot, and it was not until after a game effort that Carruthers had to drop to third place. From this to the finish Synyer and Kilkelly rode neck and neck, until 50 yards from the tape, Kilkelly made his supreme effort, but Synyer proved game, and came in a winner by a few feet, time, 15m. 4 3-5s. Carruthers came in about 10 yards behind. It was a grand race.

THE WAIONTHA BICYCLE CLUB RACES.

THE Waiontha Club at Richfield Springs, N. Y., will hold a race meeting at Richfield Springs, N. Y., August 15. The following programme will be presented:

10:30 o'clock A. M.—Parade. Prizes for club having the largest number of members in line; for best drilled club; for best uniformed club, and for handsomest rider in parade. 2:00 o'clock P. M.—Races.

LIST OF EVENTS.

1, one-mile novice; 2, half-mile club novice; 3, half-mile open; 4, two-mile, Oswego County championship; 5, half-mile, hands off; 6, three-mile record; 7, one-mile team race (teams of three men); 8, fancy riding (15 minutes); 9, five-mile (15 minutes class); 10, one-mile, W. B. C. championship; 11, one-mile dash; 12, half-mile consolation.

Entrance fee fifty cents for each event. Entries close August 13th at 12 M., with August Kinne, Richfield Springs, N. Y.

RACING AT PITTSBURG.

THE Pittsburg Cycling and Athletic races, on the 25th, were well attended. The track is much better than on July 7th, when they held their first meet. The first event was the quarter mile open, won by A. C. Banker, in 42 1-5; Lenz made his effort on the home stretch, slipped a pedal, took a header; W. D. Banker tried to get around him, but failed, and bruised his knee when he fell. Lenz very foolishly, rode a machine that he was not accustomed to. Half-mile handicap, A. C. Banker, scratch, 1st, in 1:31 1-5; W. M. Justice, 40 yards, 2nd. One mile open, A. C. Banker, 1st, in 3:22; W. D. Banker, 2nd, by half a wheel. Half-mile run and ride against the record, by W. D. Banker, was made in 20.9 4-5; he fell, making the pedal mount 1-8 mile from finish; he was well inside the record and would have succeeded had he had a step on his machine. He will certainly do the record next time. The half-mile safety handicap was won by W. C. Coffin in 1:33, with Gloninger, (scratch), second. Coffin won considerable more than his handicap—next time let Coffin concede the same handicap to Gloninger, and then we will see a race. Consolation race, one lap, Justice, 1st, in 40 sec., Gloninger second.

A. C. Banker rides well, and, barring his ankle, which is poor, would make a good one—he is fairly of good physique and ought to make a good stayer.

Coffin surprised nearly every one by his speed; he rides wild on the turns, and should remedy it by a little practice.

It was a day of surprise. Gloninger was considered pretty near a sure winner in the Consolation. DUQUESNE.

WE have had occasion to try the Carter Anti-Pedal Slipper, and we found it a great aid in holding the foot firmly in place on the pedal. We found it excellent for those who use the ankle motion, as quite a good pull can be secured on the up-coming pedal. Riders should understand that this anti-slipper in no way binds the foot to the pedal. The foot is absolutely free, and can be taken as quickly from the pedal as though the anti-slipper was not attached. The price, \$1.50, is ridiculously low, and they are for sale by W. B. Everett & Co., 6 and 8 Berkeley street, Boston. See advt. and cut of same on page 272.

A WALK-OVER FOR GREENWOOD.

WELLS HURTS HIMSELF.

As about 150 impatient cyclers were waiting at the foot of Eagle Rock last Saturday for Mr. Wells to put in his appearance, an excited and heated rider dashed up and announced the fact that Mr. Wells had taken a very bad header on the Ridgewood road in South Orange, breaking his machine, spraining his wrist and cutting his knee, thus incapacitating him for riding that day, at any rate. The referee at once asked Mr. Greenwood if he desired to ride over the course and claim the race. Greenwood's position in the matter was mainly in the extreme, as he refused to do this until he had seen Mr. Wells, and had communicated with his principals. In the evening Mr. Wells and Greenwood met, and it was decided that if Greenwood's principals would consent he would stay and ride the race next Saturday, Wells agreeing to pay all his expenses. The reply from the Meacham Arms Co., received on Sunday, instructed Greenwood to ride over the hill and claim the race. This was not to Greenwood's taste, but he did as he was bid, therefore, at 5.30 on Monday, Greenwood was started. The condition of the hill was horrible, being very muddy and heavy. Notwithstanding this, he struck a good pace, standing on his pedals, as he always does, and not touching the saddle. It was evident that he was going to make a record time, and this was proved, as he finished the distance in 7m. 34.4-ss., the best previous made by Chickering, Aug. 5, 1885, when the time was 9m. Greenwood then made the following proposition: That John A. Wells was to ride over the course Aug. 4, and in case his time beats that made by Greenwood, then Wells is to meet Greenwood on Son-of-a-Gun Hill, St. Louis, within four weeks. It is hoped this generous offer of Greenwood's will be accepted. He has a right to the championship and a right to the medal, so his sportsmanlike behavior in this matter will gain him many friends and admirers. Greenwood intended to have left for St. Louis to-day, but he missed the train. The length of the hill is placed at 4650 feet, with an altitude of 185 feet 4 inches. In 1400 feet the grade ranges from 7 to 11 feet in 100; the average grade is 8 feet in 100, the lightest grade being 7 feet, and the heaviest, extending 150 feet, being 12 1-2 in 100 feet. RATCHET.

SPECIAL.—July 31, 1888—Hal. W. Greenwood left for St. Louis at 9 A. M. to-day, and took with him the good wishes of a host of friends. RATCHET.

OHIO DIVISION MEET.

In accordance with your instructions I herewith hand you an account of the meet of the Ohio Division held at Toledo, July 23, 24 and 25. I also send you an official programme. [A very neat specimen of typography.—Ed.]

"Business first and pleasure afterwards," was the idea of the officers, and so the first thing we find on the programme is the business meeting. Chief Consul Dunn called the meeting to order shortly after 10 A. M. Mr. E. O. Brown, on behalf of Toledo wheelmen, extended a hearty welcome to the visitors. Among other things Mr. Brown said: "Unfortunately the President of the club is ill, and the former President, the gentleman who could more fittingly welcome you than I, is detained by the death of a relative, and it falls upon me to bid you welcome to Toledo. On behalf of the Toledo Cycling Club and the generous city of Toledo, I extend to you a most cordial welcome. You already know the programme. We shall entertain you by a moonlight ride upon the lake upon one of the finest steamers. Shall wheel or walk you through a portion of the Peninsula State, where it is claimed they have the finest roads. You will visit the City of the Straits, and finally return to Toledo, where you will again be welcomed, and be sent on your way rejoicing." Chief Consul Dunn made a fitting reply.

T. J. Kirkpatrick, President of the L. A. W., made a telling speech, in which he showed the great advance the League had made towards financial soundness and prosperity. Mr. F. C. Meyer, of Canton, Ohio, the Secretary-Treasurer, then made a report.

The present division membership is 831, an increase of 63 over last year.

Cincinnati, with 100 members, heads the list; Toledo comes next with 90; Cleveland, 83; Canton, 54; Springfield, 47; and Columbus, 26. The balance range from 11 to 22 members. The financial report shows a balance on hand of \$152.41, as against \$10.65 for last year.

The Division Constitution and By-Laws were made to conform with that of the national body. The meeting adjourned at 1.30.

Dinner was then in order, and at 4 o'clock the photograph was taken and

THE PARADE

was formed and put in motion, with about 150 men in line. A squad of mounted police did efficient service. It was the intention to start the parade at an earlier hour but a threatening storm delayed the event. By the time to start on the

MOONLIGHT EXCURSION

the sky had cleared up, and a more perfect night for a trip on the water could not be imagined. The music started up and the cyclers sought fair partners for the dance. A more enjoyable evening it has not been my lot to ever have. Toledo's daughters were bright, pretty and excellent dancers. We were all sorry when the Greyhound reached her wharf, and when the order "all ashore" was given.

The following morning, July 24, was bright and pleasant, and the thoughts and faces of the wheelmen were turned

TOWARDS ANN ARBOR,

Mich., for which point a special train was taken at 8 A. M. The principal part of the day was spent in riding over the fine roads of the city of Ann Arbor and vicinity, and with riding to Ypsilanti and return. At about 5 P. M. the

HILL-CLIMBING CONTEST

was called. G. W. Smith Kamp, of St. Marys, made the best time up the hill but was ruled out of the race because he was not a member of the League of American Wheelmen, and the first prize was awarded to Edward J. Bamatt, of Springfield; time 2m. 54s. The second prize, L. A. W. pin, was given by this ruling to C. V. Richardson, of Bryan; time, 2m. 57 1-2s. Smith Kamp's time was 2m. 49s. He has since made application to the League for membership. The time was the best ever made in a half-mile-up-hill race, and distanced the best time made last year by the Michigan Division by 30 seconds.

After the hill contest it was "scorch" for Ypsilanti, and the last man in to sleep on the roof and be food for the festive mosquito. I have been unable to find out the name of the unfortunate one. I am sorry to report an accident that happened to Mr. Davison, of Ann Arbor. He fell and fractured his arm.

THE LAST DAY

was full of pleasure. The majority of the excursionists rode into Detroit, and under pilotage of local wheelmen "did" the city. Dinner was taken in the city, and at 6 P. M. the good steamer Greyhound was taken for Toledo, which city the excursionists reached at about 9 P. M., and then, in the language of the programme, "Good-bye."

Hospitality and cordiality on every side.

D. A. C.

FOUR DAYS' RACING INSTEAD OF THREE AT BUFFALO.

THE desire and demand for races is very great on the part of racing men, while the promised attendance of wheelmen all over the country will far exceed that of any cycle meeting ever held in the world. With this condition of affairs confronting us, supplemented by the demand for more races by wheelmen, the Fair Association has been obliged to take some action, and accordingly has voted to add one more day to the meeting, and will give races September 5. This will make the tournament days September 4, 5, 6 and 8.

The total value of prizes will be \$6500. There will be ten races each day, making forty races in all. Our great 100-mile road race will make in all five days of good sport.

On the 7th the great 100-mile road race, under the auspices of the BICYCLING WORLD, but managed by Mr. Ducker, will be held, starting from Erie, Pa., and finishing on the fair grounds at Buffalo. This race will be run over the finest course in the country and valuable medals will be given.

CONNECTICUT DIVISION MEET.

THE annual meeting of the Connecticut State Division of the league of American Wheelmen was held last evening in the rooms of the New Haven Bicycle Club in Todd's block. Members of the division from other cities and towns in the state arrived early in the afternoon, and were escorted about the city and to East Rock Park by members of the local club. The business meeting was called to order at 9 o'clock by Chief Consul Tracy of Hartford. The report of the Chief Consul showed a gain in membership during the past year, both in the State and National Leagues. The membership of the League at large now numbers 10,626, an increase of 1146 since June, 1887. The report of Secretary-Treasurer D. J. Post of Hartford showed the State Division to be free from debt, with a balance of \$210.10 in the treasury. The following nominations were made by President W. M. Frisbie of the New Haven Club, and confirmed by the State Division: Chief Consul, Charles E. Larom of New Haven; Vice Consul, C. E. Brockway of Middletown; Secretary-Treasurer, E. A. DeBlois of Hartford; Representatives, D. J. Post, Hartford; W. H. Squires, Meriden; W. T. Williams, Yantic; C. D. Knox, Lime Rock.

The division voted to present ex-Chief Consul Huntington of

Hartford with 20 copies of the division road book, in recognition of his labors in its compilation.

The constitution and by-laws of the division were amended to conform to the laws of the National League.

After the meeting, a collation was served, impromptu speeches were made by several of those present, and the lights burned brightly in the pleasant rooms until a late hour.—*New Haven News*.

HARTFORD TOURNAMENT NOTES.

CYCLING talk hereabouts mainly relates to the Wheel Club's big tournament. The club men are jubilant over the prospect that their present venture is bound to eclipse any previous Hartford meet, which is certainly counting upon a good deal. Advices from prominent racing men out of Connecticut indicate a field of starters to remind one of the old days at Springfield. Comments on the programme, which is exclusively short distance in its make up, are of the congratulatory order, and show that long races are disliked by riders as well as spectators. All of the best amateur and professional riders, American and foreign, are booked for Hartford, and the local and State racing interest is at a pitch never equalled before.

During the last two years the wheel club has brought out a dozen riders, any of whom can do 2.50 and better. Most of them are now in training for the tournament. The best men are undoubtedly De Blois, Harding, Dresser, Fahy, Chapman, Gruendler and Hatch, the last named being a new rider who handsomely won the road race a month since. The club also has a unicyclist, Reed, who will pedal his single wheel against time at the tournament. Among Connecticut men outside of Hartford who are expected to add to the interest of the meeting are Hart and Arnold, of New Britain, the former now State champion; the two Fosters, of Elmwood; Backus and Pickett, of New Haven, who are now training in Hartford; Miller, of Meriden; and Lyman, Steele and Miller, of Bristol. F. F. Ives, of Meriden, ex-champion and later promateur, will make his debut as a full-fledged professional.

To the prize list has been added a Columbia Light Roadster, presented by the Weed Sewing Machine Co. "G."

JUNIATA WHEELMEN.

THE Juniata Wheelmen, of Huntington, Pa., held an impromptu hill climbing competition on the 23d, followed by a moonlight run, in honor of Mr. Scheffey, the genial representative of Messrs. Gormully & Jeffrey, of Chicago. The boys started out at a swinging gait, and kept the pace with a regularity of rhythm over the hills and through the dales of what is known as Stone Creek Road as far as Black Bridge, which had a tiring effect on the biceps of some of the juniors. On the return journey a scorch took place all the way home, which brought the boys up hills they had never climbed before, in consequence of which the hill climbing fever is now one of the special features among the wheelers of this Puritanical village. A. C. Willison, mounted on his new Springfield Roadster, and with an enthusiasm equal to that of the redoubtable P. M. H., essayed to get up School House Hill, one of the deepest graded of our many natural excrescences in this district, in consequence of which a number of persons turned out to see the heroic attempt made. Willison made a bold effort, and finally got to the top, a salvo of deafening cheers going up from the people at the foot of the hill at this exhibition of pluck and perseverance.

A run out was afterwards made in the direction of Snyder's Hill, our second steep grade, which was successfully mounted by both Willison, and D. L. Drake, mounted on a Singer Challenge; Willison afterwards climbing the grade on a 52 Singer Apollo.

Snyder's Hill is a very steep grade, has a sharp turn, and is in a very bad state of repair, consequently the two successful climbers feel that their names should be recorded amongst the immortals, while their dignity has increased two-fold.

On the 21st the Juniata Wheelmen attended an ice cream festival, held by the Ladies Loyal League of the G. A. R., attracting a motley crowd, which added somewhat to the funds of a charity having for its object the promotion of patriotism, and graced by the "sweetness and light" of the fair daughters of one of the most charming natural scenic spots in Central Pennsylvania.

Bert Miller, the efficient Captain of the Juniata Wheelmen, and whose amateur racing records are well known, has accepted a position in the commercial world that will preclude his riding for some time. He has therefore resigned his rank, and his wheel is for sale. The duties of Captain have been transferred to the shoulders of W. M. Teban, who will endeavor to fill the void left vacant by so efficient a leader as the former Captain was conceded to be. "R."

WHERE THE COLUMBIAS ARE MADE.

THERE is a homely phrase which presents itself to our mind, and which we think particularly appropriated to the fix in which we found ourselves last Thursday week. The phrase we refer to, "He has bitten off more than he can masticate." The occasion on which we felt this phrase applicable, was that of our visit to the Columbia factory at Hartford, at which time we expected to "do" the factory in a couple of hours. When we arrived there, and announced our intention of going through the factory in 120 minutes and reporting all that we saw, expressions of surprise and incredulity were manifested by Treasurer Pope and Mr. Day, the President of the factory. And when we ourselves reached the factory, and the vastness of its proportions dawned upon us, we felt that we were way off on our calculations of time, required to report what we saw, and what was worth seeing, satisfactorily. In fact, two days instead of two hours would be nearer to the mark. However, we were in for it, so under the pilotage of President Day, we commenced a race through a portion of the building. There is little doubt that this factory contains machines and tools in sufficient variety and number, to be able to turn out work of every description, and of the most complicated and varied patterns. In the matter of fitting the factory with machinery, the question of expense is never considered. It is simply a question of utility and usefulness. If it is found that there is a certain machine in existence, which they do not possess and which does certain work better than has heretofore been accomplished, that machine is at once purchased and put into active operation. This liberal system of having the best to produce perfection, is a policy which has governed the Columbia people in fitting up of this factory. The concern has many specialties in the methods of building their cycles. It will be simply impossible for us to mention one tithe of these specialties. One of them which struck us as being a good thing was the rear fork of the Volunteer, made in such a way that the gauge of the metal was much thicker at the top portion, which spans the wheel, than it was at the ends which fastened to the axle. This causes strength where strength is needed. As lightness is desired when strength is not sacrificed, a great deal of useless metal of the Columbia Light Roadster is bored out. For instance, the plug, the part of the neck to which the backbone is brazed, is usually solid; but in the case of the Light Roadster the plug is bored out, and a neat sheet iron cap is fitted in and fastened by means of pressure. This removes a great deal of weight, and at the same time in no way detracts from the strength. This system in the construction of the Light Roadster is followed whenever it is proven that the strength is in no way affected. The method of construction of the axle and hubs of the Light Roadster is also curious and expensive. In most makes the axle and hubs are made from drop forgings in one piece. This was not good enough for the Pope Manufacturing Co., and so they employed the very finest quality of steel for the axle. On to this the flanges and hubs are screwed, and, after they have been screwed home tight, they are keyed into position, so that it is impossible to get them off. So fine is the joint where the shoulder of the hub and that of the axle meet, that when turned down and finished the eye is not able to detect the joint made. It is claimed by the Pope Manufacturing Co. that by this method only, are they able to secure an axle and a hub which will not break or bend.

We were taken into the forging shop where they were placing two large extra hammers, and, as the machinery was stopped in consequence of the change, we did not see the machines at work, but there were a great many of them, and of all sizes. We were informed by Mr. Day that in a couple of weeks they expected to be fitted with an apparatus for welding by electricity, so that the old method of brazing joints would be entirely done away with. There is no doubt that this new method is far in advance of anything yet devised. It is capable of welding solid or tubular bodies, and it will weld metals of varied ductility. In fact, we were shown a rod, composed of sections of steel, iron, German silver, copper and brass, welded in one solid rod, with the joints as perfectly marked as though each section of metal was alone.

We were then taken to the engine room, where an enormous Corlis engine was running the machinery of the vast shop. "When we are out of work," said Mr. Day, "we shut down the engine for repairs, which is the usual way, I believe, and from the fact that we have not had to 'repair' the engine in two years, it can be seen that we have not run out of work."

From the engine room, we were taken to an immense fire-proof brick and iron building. "In this building," said Mr. Day, "we keep the parts of 1000 machines, so that in case of fire, we would be able to supply the market during repairs and rebuilding." It was a great sight to see the parts of these machines hung all over the building, from racks and from the roof. About four feet from the wall and eight feet apart, were two wooden frames filled with small boxes containing all the small parts of these thousand machines,

each box being labelled and numbered. From here, we were taken and put on the elevator and run up three stories. This elevator passed through the centre of long machine shops, filled with machinery and busy workmen. We did not have time to get off the elevator, but stopped about half way between the floor and ceiling, and took a birdseye view of each floor. It was a most aggravating position of things, as we are particularly curious and interested in all methods of the cycle manufacture, and here we could only get a distant view of it. On one of the top floors was a large store room, filled with parts of bicycles, tricycles and safeties, ready to be put together at a moment's notice, for it is a method of the Pope Mfg. Co. not to assemble any more machines than are required to fill orders, as the daily mails may bring in. In this way the machine is newly set up, and the machine is sent from the hands of the inspector ready for the road, and with no chance for time to thicken the oil, or dampness to rust the parts. All the rooms are fitted with patent sprinklers, and at convenient points racks are placed on the wall, containing chemical fire extinguishers and glass bombs. The workmen of the shop are also organized into a thorough fire department, so that in case of an alarm, each man knows his place, and will repair at once to his duty. A fire-proof shed is in course of erection for the storage of their dies, valued at over \$50,000.00.

The factory at Hartford and the office in Boston are connected by a long distance telephone over a private wire. For the comfort and the convenience of the employees a large reading room, capable of accommodating fifty men, has been fitted out with all the New York, Boston and Hartford daily papers, all the latest magazines, and illustrated papers, and all the cycling periodicals and publications of the world. Coffee is also served to the men from this room.

Mr. Day, the President of the factory is a wonderfully active and efficient man. He commenced as a boy with the Weed Sewing Machine Co., but by sheer force of character and ability, he has placed himself in the highest and most responsible position in the gift of the corporation. He is not only a thorough mechanic, but a business man, full of energy, resources and enterprise.

INTO THE YOSEMITE.

BY S. F. BOOTH, JR.

(Continued.)

We were ready for supper at seven, and we had a delicious meal. The regular charges at the Stoneman House are \$4.00 per day, but I secured a reduction to wheelmen of \$1.00, making it \$3.00, and if they do not wish to sit at the first table they can secure even a greater reduction. The Stoneman House was built by the State, at a cost of \$40,000; contains ninety rooms, seventy-nine of which are bed-rooms, so that it possesses ample accommodation, the visitors being mostly transitory, few staying longer than one day.

While at the Stoneman House we lived very high, and sat at table with lords and noblemen galore, and we were doubtless taken by the foreign noblemen to be dukes in disguise, at any rate we were treated as though we were.

Having telegraphed for a new backbone we were ready to retire, and secured from mine host his topmost room, where we would be free from noises, as we had had some experience on the road, of people getting up at 4.30 and tramping around the verandas.

Next morning we were up bright and early and found it raining quite hard. Hastily dressing and despite the rain we were soon outside, where a beautiful sight was presented as the clouds drifted through the valley. A thunder storm was expected, but we were disappointed in that regard. After breakfast we repaired to Wells Fargo's office and got our shoes, which we had expressed to the valley to do our tramp with. Here we met the Guardian of the valley, and found him to be an old Franciscan. Having many mutual friends we were soon on good terms and secured lots of information.

After a look at the great register, wherein is recorded the names of the visitors to the valley for about ten years, we visited the Big Trees station and viewed several hundred photos. of different points of interest in the valley. Here we were kindly introduced by the Guardian, and as it was still raining we endeavored to amuse the ladies by singing some bicycle and college songs.

At one o'clock, the rain having slackened up a bit, we strolled up

TOWARD THE VERNAL FALLS,

distant about two and one-half miles from the hotel. It was a fine walk up a gentle grade, the trees forming a perfect shade from the sun, which was now out in all its glory and fervency.

We hadn't gone very far up the trail before we came in sight of a rushing torrent tearing down over huge boulders. We both stopped and gazed in wonder, giving vent to our astonishment in a series of "grand" adjectives.

We pushed on slowly, drinking in the grand panorama, till we arrived at a bridge which crosses the stream. Arriving in the middle of it we came in sight of Vernal Falls in all its sublimity. (I'm afraid I'll exhaust my supply of adjectives before I get much farther, but I'll keep it up as long as possible.) Both our arms shot out almost simultaneously, and as we shook hands, Joe said, "That's what I have long wanted to see; a large volume of water, shooting clear from the rocks, not running down, a narrow stream, like the Yosemite." That was my own idea of what a waterfall should be, and accordingly we sat down and gazed at it till we thought we'd recognize it most anywhere.

The Vernal Falls, when we visited it, was about 80 feet wide and from two to four deep, and it sweeps over the granite cliffs with one magnificent bound to a depth of 330 feet.

I must confess that as we gazed we had an overpowering sense of the sublime sweep over us, so we determined to gain a closer inspection of such grandeur.

After crossing the bridge, we took a path to the left, which our guide had told us was a short cut. It was a short cut too, there being places where there was barely a foothold and a single misstep would have hurled us to eternity. We got round all right and soon found ourselves in the mist and spray created by the falling water. Having passed through this we found ourselves soaked through, but knowing that our Jersey suits would quickly dry, that fact didn't worry us.

We got up to a point about 20 feet off and having feasted our optics on the beautiful vision, climbed a series of ladders, we gained the summit and were soon at the brink of the falls. We drank some of the cool water, as it rushed over, perhaps a

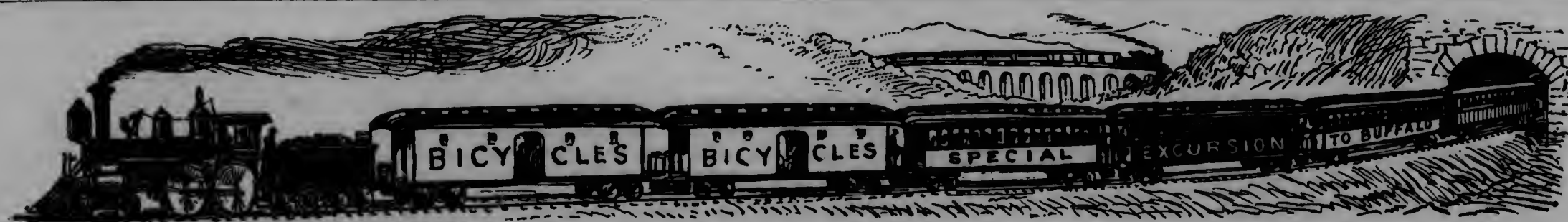
RATHER POOLHARDY ACT

when you think of it in cold blood, but at the time, we didn't consider it so. From the top of the Vernal we had a fine view of the Nevada Falls, which is the next finest fall in the valley with a descent of 617 feet, but is not so heavy or wide as the Vernal, nor does it fall so grandly, nevertheless, as we had come to get on top of everything we walked on, up a winding, twisting trail, and soon stood on a bridge looking over the falls, from whence we had a lovely view of the canyon we had just ascended.

(To be Continued.)

COMING EVENTS.

August 2, 3, 4—Massachusetts Division Meet at Cottage City.
August 15—Waiontha Bi. Club Races at Richfield Springs, N. Y.
Aug 18—Michigan Division L. A. W. Meet at Grand Rapids.
August 30—New Castle, Pa. Races.
Sept. 3—New Jersey Athletic Club Races.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 7—BICYCLING WORLD 100-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee \$1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
Sept. 7—Lockport, N. Y., Wheelmen Races.
Sept. 12, 13—Hartford Wheel Club Tournament.
Sept. 14, 15—New Jersey Division Meet, Roseville, N. J.
Oct. 23, 24—Richmond, Va., Bicycle Tournament. Address L. B. Enslow, P. O. Box 372.



An Illustrated Story in 6 Chapters.—Chap. 2, "Specials"—On the Road.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - Room 27.
ABBOT BASSETT, Secretary.

WE are now in the twenty thousands. Wonder how long it will be before the two steps out and lets three take its place.

MEMBERS who go away for two week or more at this time should not burden us with a change of address on our mail list. We have very many changes each week and mistakes will occur. A two-cent stamp left at the local office will secure the forwarding of the paper and save the risk of mistake always attendant upon two changes.

IN checking the names of voters in the present election the Returning Boards should not use the mail list, for it is not and cannot be accurate. Mr. A lived in Boston when he renewed, and he was credited to the Massachusetts Division. He has no right to vote in any other division, but he has removed to Chicago, and his name is in the Illinois mail list. Frequent changes of this kind are going on. Every Secretary-Treasurer is furnished with a list of renewals, and the names of applicants appear in the BULLETIN each week. It is the duty of these officers to keep an accurate list of division members, and this list should be used in sending out ballots and checking voters.

Election Laws.

Election laws, nominations and other matters of importance pertaining to the election have been published in preceding numbers as follows:

Number of Representatives that States are entitled to..... June 29
California Laws..... June 29
Massachusetts Districts and Nominations..... July 6
" Nominations..... July 13
Rhode Island Laws..... July 13
New Jersey Laws..... July 13
Indiana Laws..... July 13
Illinois Laws..... July 20
" Nominations..... July 20
Virginia Laws..... July 20
Missouri Nominations..... July 20
Maryland Laws..... July 20
California Nominations..... July 20
Michigan Laws..... July 20
Wisconsin Laws..... July 20
Virginia Nominations (2)..... July 20
Indiana "..... July 20
Minnesota "..... July 20
Michigan "..... July 20
Tennessee "..... July 27
Pennsylvania Committee..... July 27

Maryland Division.—Important.

I take the pleasure in announcing that from this date and until further notice, wheelmen will be allowed the free use of all carriage drives in Druid Hill Park of Baltimore at all hours, with the exception that between the hours of 3 P. M. and 8 P. M. they will not be allowed on the drive around the Druid Lake, the plateau in front of the Mansion House, nor on the Prospect Hill. Other than these three points, which are not desirable for wheeling between the hours named above, the wheelmen can go where he may choose, yet I trust

that at all times the riders will exercise the greatest possible care, and use every means to avoid any accidents, and to be especially careful when passing carriages driven by ladies. These privileges are extended by the Park Commissioners as a trial, and should there be any accidents from carelessness on the part of the wheelmen they will be taken from us, and be the means of throwing us back upon the old privilege of two through drives to the Pimlico drive. Hence I hope the wheelmen of Baltimore and vicinity will so appreciate this extension that they will not only exercise care themselves, but they will keep a watch on other riders, and stop them when they are seen violating any of the Park ordinances. Should the police stop any wheelman in the Park from riding on other than the three drives mentioned, they will please report same to me at once together with the number on the officer's helmet.

Rate of Speed.

Bicycle, tricycles and other vehicles will not be allowed to travel at a greater speed than six miles an hour.

Path Riding.

At no time and under no circumstances will a wheelman be allowed on any of the foot-paths nor the promenade going up to the Grand House in the Park. The Park police are instructed not to warn, but to arrest any wheelman violating this ordinance. In case of an arrest for such an offence, the Maryland Division L. A. W. cannot protect the offenders.

Sidewalk Riding.

I would also call attention to the fact that riding upon sidewalk within the limits of the city of Baltimore is a direct violation of the law and is punishable by a fine of \$10 or imprisonment. Since the annexation of what was formerly known as the Belt, the police of the city have received special instructions to arrest any one caught riding upon the sidewalks. Hence I would caution all wheelmen against this sidewalk riding, which is still practiced by some from North avenue to the various entrances to the Park. This must be stopped. If the wheelmen want their rights asserted they must abide by the laws of the city. The Maryland Division will protect its members so long as they protect themselves by abiding by just laws. But they cannot take any action in cases that are in direct violation of such laws. Trusting our members will guard their Park privileges as a sacred trust, and take warning about footpath and sidewalk riding, I am most

Fraternally,
A. E. MEALY,
C. C. Md. Div.

Missouri Appointment.

I have appointed L. A. Meyers Local Consul for the town of Miami, Mo., and vicinity.

W. M. BREWSTER, C. C.

Wanted.

A traveling companion to go a-wheel to San Francisco, Cal.; expect to go via Denver and Salt Lake City. Anyone desiring to make this trip address

HARRY LESH, Wichita, Kansas

State Championship.

The one mile New York State championship race is hereby assigned to the Binghamton Wheel Club, and the same will be run on the 6th of August.

GERRY JONES,
Chairman Racing Board.

Tennessee.

The Tennessee Division will hold its annual meeting in the rooms of the Nashville Bicycle Club, Church St., for the transaction of regular business. Members are invited to bring their wheels, as a run will be arranged. Thursday, August 16th at 7.30 for the meeting, the run will take place the next day.

J. C. CONNOR, Chief Consul
Robert Rhodes, Secretary and Treasurer.

Pennsylvania League Clubs.

Secretaries of League Clubs in Pennsylvania will please send me their addresses at once in order that I may send out voting blanks.

J. G. CARPENTER Sec.-Treas.
Wilkes-Barre, Penn.

To the L. A. W.

The photographs of the ninth annual meet held in Baltimore on June 18, 19 and 20, are now ready for delivery, and I am pleased to state that taking into consideration the difficulty of making a picture in the glare of a noon-day sun, it has made a very creditable picture; so much so that nearly every one of upwards of 700 faces can be easily recognized, and together with the handsome background of the Mansion House presents a very fine appearance. Members of the L. A. W. or clubs desiring to procure copies, can do so by addressing the Secretary-Treasurer of this division,

Mr. R. M. Lockwood, 1731 McCulloh St., Baltimore, Md., at the cost of \$2.50 each for the large size.
Fraternally,
A. E. MEALY,
C. C. Md. Div.

Indiana Nominations.

I nominate the following ticket for Indiana Division: Chief Consul, J. Fred Probst, Terre Haute; Vice Consul, Geo. P. Davis, Rushville; Secretary-Treasurer, L. M. Wainwright, Noblesville. W. A. HUGHES,
L. A. W. No. 40—9192.

In making up the ticket, Josh neglected to name a candidate for Representative, so in behalf of his many friends I nominate Josh Zimmerman of Indianapolis for the above place.
L. W. OTTO.

New Jersey.

To New Jersey Members;

The Nominating Committee present the following ticket for your consideration:
Chief Consul, Dr. J. H. Cooley, Plainfield.
Vice Consul, Dr. G. Carleton Brown, Elizabeth.
Secretary-Treasurer, Robinson Pound, Plainfield.
Representatives, John B. Linger, Newark; Frank Eveland, Jersey City; W. B. Banker, Passaic; Dr. Fred A. Kinch, Westfield; E. F. Burns, Smithville; Henry B. Thomas, East Orange.
ROBINSON POUND, Sec.-Treas.

Michigan Division.

A reduced rate of one and one-third full fare to delegates attending the State meeting at Grand Rapids, August 18, has been obtained over the following railroads:

Chicago and West Michigan.
Chicago and Grand Trunk.
Detroit, Lansing and Northern.
Detroit, Grand Haven and Milwaukee.
Duluth, South Shore and Atlantic.
Flint and Pere Marquette.
Grand Rapids and Indiana.
Lake Shore and Michigan Southern.
Michigan Central.
Michigan Air Line.
Cincinnati, Jackson and Mackinaw.
Pontiac, Oxford and Port Austin.
Toledo, Ann Arbor and Northern Michigan.
Saginaw Valley and St. Louis.
Grand Rapids, Lansing and Detroit.
Cincinnati, Wabash and Michigan.
Grand Trunk (Detroit Div.).
Toledo, Saginaw and Muskegon.
Wabash and Western.

The following conditions must be adhered to, to obtain the reduced rate:

Delegates must purchase regular full fare tickets from starting points to Grand Rapids, and secure from the ticket agents at starting points a receipt on the certificate sent them, showing that they have paid full fare to destination, and on arrival at Grand Rapids have E. M. Moor, Chairman Local Transportation Committee, sign certificate on the back; this will show that you have been in attendance, and the ticket agent at Grand Rapids will, on surrender of each certificate, sell delegates a return ticket at one-third regular unlimited fare, via route as traveled going to the meeting.

Delegates should be particular to have their certificate properly filled up and signed by agents at starting points, if they wish the benefit of the reduced rate returning.

Do not buy your ticket before August 17, as certificates will not be honored if it is. E. M. MOOR,
Chairman Local Trans. Com.

Annual Meet Iowa Division.

L. A. W. meet at Grinnell, Ia., July 17, 1888, called to order by Vice Consul C. W. Dibble.

The Secretary-Treasurer made a brief report; full financial report to be made Sept. 1.

The Touring Board reported that they had planned a tour per instructions of Division, and were ready to start.

Committee on Constitution and By-Laws reported, and report was adopted.

The Chief Consul then appointed Messrs. Emerson, Cropper and Sherman as Nominating Committee, who reported at once as follows:

For Chief Consul, R. L. Thompson, Muscatine; Vice Consul, C. W. Dibble, Osceola; Secretary-Treasurer, J. F. Rall, Cedar Rapids; Representative, H. L. Chase, Cedar Falls.

J. F. Rall positively declining to serve another term, Mr. H. B. Cropper of Cedar Falls, was nominated as Secretary-Treasurer, after which the report of the committee was adopted.

The following was then unanimously adopted: The Iowa Division, League of American Wheelmen, recognizing the courtesy we have received from the railroads of Iowa,

Whereas, There is great difference in the methods of transporting bicycles on the various roads;

Resolved, That we respectfully ask you to consider the subject of making uniform the methods of transporting wheels as baggage, and request that a genera

order be given us for publication at our expense in the guidance of Iowa wheelmen; and
Resolved, That we respectfully favor the check system of carrying bicycles.
 J. F. RALL,
 Secretary-Treasurer.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 150—Total 100—10,844.

BOSTON, Aug. 4, 1888.

CALIFORNIA DIVISION—7—376.

Deceivers.

20051 Brown, O. E., Pomona

20052 Eno, Bert, "

20053 Race, J. N., "

Los Angeles Wheelmen.

20055 Spier, S. G., 16 West 3d st., Los Angeles

Oak Leaf Wheelmen.

20055 Re d, Joe H., Stockton

Unattached.

20031 Echlin, Chas. E., 216 Sanson st., San Francisco

20032 McMurrey, Milton, Crescent City

CONNECTICUT DIVISION—1—435.

Winsted Wheel Club.

20026 Dauchy, J. Edwin, West Winsted

DISTRICT OF COLUMBIA DIVISION—2—127

Unattached.

20076 Bartlett, John L., 1221 Mass. ave., Washington

20077 Williams, Edw. A., 307 11th st., S. W., "

ILLINOIS DIVISION—9—666.

Capital City Cy. Club.

20079 Newman, Phil. A., 1108 E. Washington st., Springfield

Oakland Wheeling Club.

20028 McPike, E. F., Room 58, 205 LaSalle st., Chicago

Ramblers.

20051 Holmes, F. H., Kankakee

Streator Wheelmen.

20054 Bown, Albert, 126 No. Shabbona st., Streator

Unattached.

20080 Dickerson, J. W., Western Electrician, Lake-side Building, Chicago

20055 Whitgreave, C. T., 266 Wabash ave., Springfield

20078 Edwards, Owen M., "

20072 Ransom, J. E., Waverly

20071 Fleming, G. J., "

INDIANA DIVISION—2—190.

Bridge City Cyclers.

20057 Wippermann, F. H., Logansport

Unattached.

20056 Mason, W. H., Huntington

IOWA DIVISION—1—152.

Unattached.

20058 Shumack, Frank A., Marion

KANSAS DIVISION—1—139.

Unattached.

20056 Hall, D. L., Belle Plaine

KENTUCKY DIVISION—2—85.

Unattached.

20073 Bush, W. R., cor. Vine and Lower sts., Lexington

20059 Tarr, T. H., "

LOUISIANA DIVISION—2—46.

La. Cy. Club.

20007 Ulmer, W. W., 59 Jena st., New Orleans

New Orleans Bi. Club.

20006 Guilloite, Chas. B., 98 Common st., "

MAINE DIVISION—2—120.

Skowhegan Wheel Club.

20009 Atkinson, C. A., Skowhegan

Unattached.

20010 Dow, Mart A., Waterville

MARYLAND DIVISION—2—427.

Unattached.

20082 Park, Harry, Boys' Home, Baltimore

20083 Sultan, E. J., care Sharpe & Dohme, "

MASSACHUSETTS DIVISION—6—1163.

Maverick.

20033 Skinner, Albert M., 104 London st., E. Boston

Unattached.

20034 Young, E. C., 42 Gray st., Boston

20011 Cheney, F. A., 144 Bloomingdale st., Chelsea

20012 Seaverns, C. P., 9 Harris ave., Jamaica Plain

20013 Seaverns, John A., "

20084 Heath, Mrs. Geneva J., Wakefield

MICHIGAN DIVISION—5—321.

Flint Wheelmen.

20085 McIntosh, Geo. D., 414 Court st., West Flint

Port Huron Wheelmen.

20074 Wilson, Wm. L., Port Huron

Unattached.

20014 Pierce, H. M., Nat. City Bank, Grand Rapids

20015 Whiting, Perry, 210 5th ave., "

20016 McHenry, Geo. A., Chippewa Lake

MINNESOTA DIVISION—2—104.

Unattached.

20059 Long, J. Henry, Currie

20016 Denegre, Edward, 3 Irvine Park, St. Paul

MISSOURI DIVISION—1—322.

Eurota Bi. Club.

20035 Hallowell, R. M., 3040 Wash. ave., St. Louis

NEW HAMPSHIRE DIVISION—2—99.

Keene Bi. Club.

20027 Smith, Walter H., Keene

20036 Tottingham, C. E., "

NEW JERSEY DIVISION—6—681.

Orange Wanderers.

20017 Barnes, Robert, Box 31, E. Orange

20019 Dodd, John B., 285 Dodd st., "

20020 Lozier, Robert T., Edison's Laboratory, Orange

Unattached.

20037 Benton, O. L., 1147 Magnolia ave., Elizabeth

20038 Cahoon, C. E., 42 Elizabeth ave., Newark

20018 Colgate, A. E., Edison's Laboratory, Orange

NEW YORK DIVISION—20—2263.

Buffalo Ramblers.

20039 Bamberg, Chas. H., B. German Ins. Co., Buffalo

20040 Crooker, B. I., 310 Elk st., "

20041 Gibson, John J., 139 Riley st., "

20042 Kelley, Fred C., 33 Bennett st., "

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... P. O. Address, ...

City and State, ...

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
 MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August, or September, enclose \$1.50; in October, November or December, enclose \$1.25.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

20043 Shack, W. G., 34 Glenwood ave., "

20044 Welshofe, J. L., Gracigant & Co., "

20045 Wirtner, John J., 440 Jeff st., "

Dutchess Wheel Club.

20022 Fouquet, Morton L., Fishkill

Hudson Bi. Club.

20029 Malleson, Edward B., Box 844, Hudson

Orange Wanderers.

20021 Townsend, Everett, 27 W. Houston st., New York City

Poughkeepsie Bi. Club.

20023 Smyth, Dr. P. N., 348 Main st., Poughkeepsie

Unattached.

20063 Forbush, Chas. P., 84 E. Genesee st., Buffalo

20064 Puckwood, Wm. J., M. D., 1280 Michigan st., Buffalo

20064 Schweiger, G. C., 638 Genesee st., "

20067 Hill, F. C., Chester

20065 Roberts, W. C., Corning

20068 Towa, Albert W., Elba

20062 Chatry, Raymond J., 37 Wall st., New York City

20050 Hatch, Foster L., 495 Gwich st., "

20061 Hayden, Fred B., 52 Park place, "

OHIO DIVISION—12—569.

Oberlin Bi. Club.

20066 Teuney, Theodore E., 38 No. Professor st., Oberlin

Unattached.

20066 Song, James W., Bryan

20075 Hardesty, Harry, Canal Dover

20047 Petty, John P., Box 706, Cincinnati

20047 Taylor, M. Box 59, Genoa

20062 McLain, Frank C., Massillon

20060 Keil, Augustus, Pemberville

20065 Sneathkamp, G. W., St. Marys

20063 Miller, A. S., 53 W. Main st., Springfield

20059 Case, Byron A., Probate Office, Toledo

20046 Hiett, Oliver N., 319 15th st., "

20091 Keil, Edward, Woodville

PENNSYLVANIA DIVISION—5—1357.

Bedford Wheelmen.

20068 Marlin, Harry A., Bradford

20069 Walker, J. A., "

Lanc. Bi. Club.

20183 Reist, Alvin, Lancaster

Unattached.

20049 Sidney, Edwin A., 1010 Arch st., Philadelphia

20048 McDonald, A. Fleming, 83 4th ave., Pittsburg

RHODE ISLAND DIVISION—8—232.

Newport Co. Wheelmen.

20024 Kelley, G. H., Newport

20050 Smith, Geo. W., 3 Hall ave., "

R. I. Wheelmen.

20067 Aldrich, Allen, Howard

20068 Gettner, Chas., "

20069 Pendleton, Howard, "

Unattached.

20100 Sawin, James M., 11 Beacon st., Providence

20070 Stanley, Albert A., 14 Pallas st., "

20030 Hoar, Chas. A., Warren

TEXAS—1—25.

Unattached.

20101 Cummins, A. J., 134 N. Walnut st., Sherman

WEST VIRGINIA DIVISION—1—34.

Unattached.

20102 Dunbar, C. G., Parkersburg

The Tenor of Testimonials of

NEW MAIL

And coming to us every day. No question about this Wheel's standing in the estimation of riders.

The Wheel of Wheels!!

The demand keeping up all the time.

TESTIMONIALS:

NEW YORK.

MESSRS. WM. READ & SONS:

Dear Sirs—I must give you the praise that is due the New Mail.

I have been a rider for the last 12 years, and have been on almost every wheel in the market, but have at last struck my favorite of all, the New Mail, one of which is now in my possession. It is, without exception, the truest, easiest and lightest running machine I was ever on. I was first struck with its handsome appearance, and when I tried it I immediately disposed of my old one and purchased this one I now have. I can recommend this wheel above all others, and you are at liberty to use this.

Yours truly,

G. F. PERRIN.

MANUFACTURERS:

WM. READ & SONS, - - 107 Washington Street, BOSTON.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps



The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!

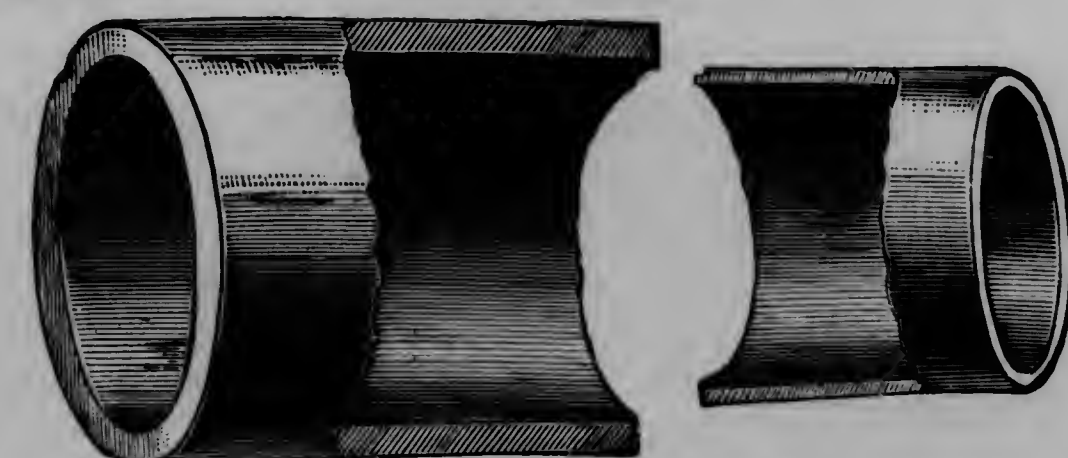
NEW MAIL

Specialties Found in No Other Wheel.



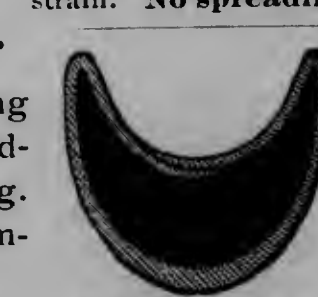
Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone, giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim. No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
 Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

AT TOLEDO, OHIO,

The total number of wheelmen in the parade of the Ohio State Division Meet, on July 23, was

186.

109 ♦ RODE ♦ COLUMBIAS.

On the tour from Toledo to Ann Arbor, Mich., the total was

167.

88 RODE COLUMBIAS,

As follows: Experts 30, Col. Lt. R. 24, Volunteer 20, Veloce Safety 8, Tricycles 4, Tandems 2.

The riders not only know a good machine when they see it, but they do more, they ride it.

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.



\$1.00 a Year.
5 cents a copy.

BOSTON, 10 AUGUST, 1888.

Volume XVII.
Number 15.



Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.



SPECIAL.

All Advertisements in this Department 20 cents a line.

GREAT BARGAINS—Rudge Crescent Tandem, new last year; in excellent condition; \$140 cash. Columbia Tandem, new last fall; in excellent condition; \$175. Bicycles from \$25 to \$100. Send for list. The above Tandems to be sold before Sept. 1st. **WHITTEN & CO.**, Providence, R. I.

FOR SALE—New Columbia Light Roadster Tricycle, \$130. New 55-inch Columbia Light Roadster Bicycle, \$100. **T. H. RAYL & CO.**, 112 and 114 Woodward ave., Detroit, Mich.

NEW Special Star and Second-hand Stars for sale cheap. Repairing done promptly. **JOHN T. STARR**, Coldwater, Mich.

FOR SALE—One 53-inch Columbia Light Weight Roadster, complete, with Kirkpatrick saddle; weight 35 1-2 lbs.; been run about 50 miles, and is as good as new in every way. Cost \$135; price \$100. Also, one 44-inch ball bearing American Safety; enamel and nickel finish; in prime condition in every way. Cost \$80; price \$55. **F. H. CLEMONS**, Star Agent, 422 Lack'a ave., Scranton, Pa.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the **CINCINNATI BICYCLE CO.**, A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address **MANHATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York.

CHOICE of 40 Victor Tricycles, in excellent condition; built all over; strong and serviceable, cash \$50. 4 Rudge Tandems, perfect condition, \$65. New Rapid, 57-inch, 2d-hand, with ball head. New 1888 Singer Straight Steerer Tandem, not ridden to miles, \$175. **CAPITAL CYCLE CO.**, Washington, D. C.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.

Patented Dec. 21, 1886.



Price, \$1.00.

Send to

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO., 55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. **W. M. FRISBIE COMPANY**, 16 Crown st., New Haven, Conn.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. **DR. J. STEPHENS**, Lebanon, Ohio.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave., BOSTON, - - - MASS.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only \$4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

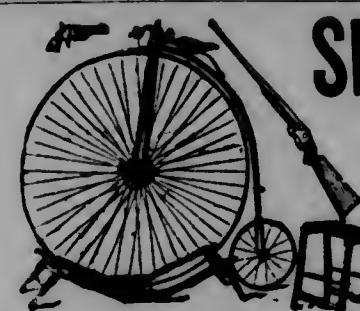
PUNNETT,

Merchant Tailor and Athletic Outfitter, ROCHESTER, N. Y.

THE NATIONAL A HIGH GRADE BICYCLE



THE CENTAUR MEDIUM GRADE YOUTHS APOLLO WHEELS



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP**, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN, Philadelphia.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

RACER FOR SALE—Columbia 58-inch Rat Trap pedals; condition first-class. Best offer over \$25.00 takes it. Address **W. F. SHERWOOD**, Binghamton, N. Y.

\$40 BUYS IT—42-inch Pony Am. Star; warranted first-class; shows no wear, but large tires. **SAM. C. MILLER**, Hagerstown, Md.

FOR SALE—A 52-inch Expert Columbia Bicycle, in good condition, cheap for cash. **F. H. ROBERTS**, Collinsville, Ill.

WANTED—53 or 52-inch Columbia Light Roadster or Victor (late pattern.) For Sale—New Columbia Veloce Safety. Address **T. FORD, JR.**, 193 Clermont ave., Brooklyn, or Box 389 New York P. O.

58-INCH NEW MAIL; new this season; in good condition. Will sell cheap. Accident to rider cause of selling. Address **H. M. PARSONS**, Box 5215, Boston.

FOR SALE—Springfield Roadster; good as new; only ridden a few miles; '88 pattern; ball bearings; good reasons for selling. \$85 cash, not including express. Address **GEO. D. HAZARD**, 83 Equitable Building, Boston, Mass.

CANOE—Wanted a Tandem Tricycle in exchange for cedar canoe "Lone" 18 ft. long, 36 in. wide; smooth skin, rudder, anchor, paddle, lead ballast, etc., lug and yawl rigs, drop rudder. **E. T. BIRDSALL**, 65 Fifth ave., New York.

FOR SALE—54-inch Columbia Expert; full nickel; balls all around; '88 pattern; run about 100 miles; warranted perfect. \$115 at once takes it. Address **O. G. WYNKOOP**, Jefferson, Iowa.

\$50 CASH for any first-class make of "Rover" type wheel in A1 condition. Correspondence solicited, stating make, year of build and miles ridden. **H. P. USHER**, Seneca Falls, N. Y.

FOR SALE—52-inch New Mail; balls all round; run about 200 miles; cost, with cyclometer, \$140; new this spring; will sell for 125, as I want a larger wheel. "X." care **Geo. D. Hazard**, 83 Equitable Building, Boston, Mass.

FOR SALE—A Marlboro' Club Tricycle, in perfect order; will sell cheap. **M. C. H.**, care 83 Equitable Building, Boston, Mass.

FOR SALE—One New Rapid Safety Bicycle, entirely new. **E. C. RICE**, Port Deposit, Md.

FOR SALE—50-inch Oxford, \$45; 52-inch Rudge, \$55; 54-inch British Challenge, \$40. **A. J. KOLP**, Scranton, Pa.

FOR SALE OR TRADE—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, **PAL-LISTER BROS.**, Ottumwa, Iowa.



TOULMIN'S BUFFALO BICYCLE SHOE

is the only Genuine Kangaroo Shoe ever sold for \$3.00 Per Pair.

All other \$3.00 Bicycle Shoes are Not Kangaroo, but cheap imitation.

Liberal discount to club and Bi. Agents.

Send for Circular and rules for self-measurements.

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

A. G. SPALDING & BROS.

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HOLMES'

Self-Supporting Bicycle Hose.



Closing-Out Sale of One Hundred Dozen,

To make room for other Stock,

Two Dollars per Pair.

Regular Price \$2.50.

The Holmes Self-Supporting Bicycle Hose are in high repute with all who have tried them. The thigh part is of rare material, cool and comfortable, and so knit as to hold the stockings in place; at the same time it relieves any drawing or pressure.

We have them in

Blue,

Gray,

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Marked Down to

\$2.00 PER PAIR.

Mailed to any part of the country.

A. G. SPALDING & BROS.,

241 Broadway, New York,

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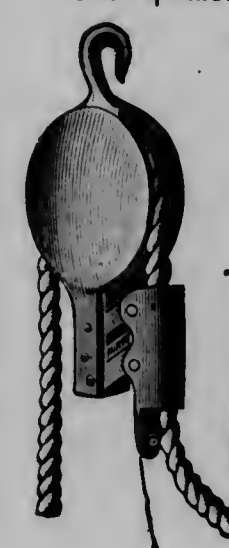
For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

Are you going to Buffalo? If so you will want a pack of these cards.

Attention.

BICYCLE HOIST.

(Pat. applied for.)



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary. Saves flattening of tires. Send for circular.

Price \$1.50.

Discount to Dealers.

LINCOLN HOLLAND & CO., Worcester, Mass.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers this book free on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - - MASS.

TO THE FRONT AGAIN. Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Klotz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

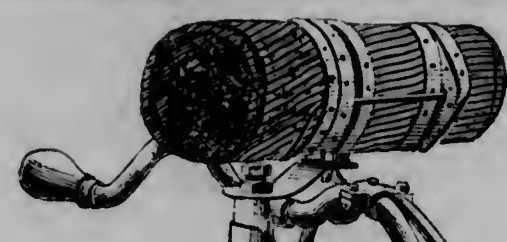
YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.



CUT THIS OUT and show it to your fellow wheelmen. It will no appear in every issue. Do you want a \$10.00 or \$5.00 Cyclometer? We will send you one **Free**, any make you desire, and this is the way we propose to do it: Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a \$10.00 Cyclometer. The numbers will be thoroughly shaken again, and a second number drawn, the lucky holder of which will secure a \$5.00 Spoke Cyclometer.

Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it **Free**. Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman needs a luggage carrier. There is none equal to the "Ross Improved; fits either crank, Star or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes.

Carriers finely made and nickeled. Price only \$1.00. By mail \$1.10. In ordering be particular and state name of wheel and year of manufacture.

J. C. TRAVIS, Sole Manufacturer, SUCCESSOR TO C. H. ROSS & CO. 15 Second Street, Albany, N. Y.

P. S. All dealers should carry the "Ross Carrier" in stock. Send for descriptive circular and price.

Jersey-Fitting Supporter.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Gymnasts and Bathmen, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00.—Will send by mail on receipt of price. Send size of Waist and Hip. Send for illustrated Catalogue and Price List.

Manufactured by **HOLMES & CO.,**

17 Kingston St., Boston, Mass.

Please mention this paper.

FOR \$40

YOU CAN BUY A RUDGE RACER

We have on hand a few New Rudge Racers, which we will sell for **\$40**.

We have also a few Second-Hand Rudge Racers, in first-class condition, that we will sell for \$25. First come first served.

Address

STODDARD, LOVERING & CO.,

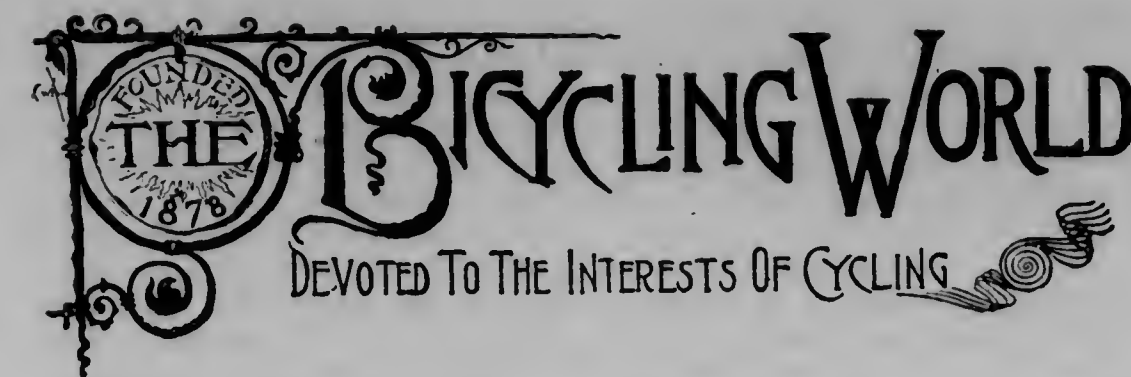
148 Congress Street, BOSTON,

BUFFALO

World's Tournament

Entries Close,

AUGUST 27th.



Published Every Friday

— BY —

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 10 AUGUST, 1888.

WE are requested to make a prominent notice to the effect that wheelmen who do not make some early provision for lodging at Buffalo during the tournament next month "may have to sleep on the soft side of a plank," as our correspondent forcibly puts it. A reference to our columns under the head of Buffalo Tournament will give much valuable information on this point and others.

ENOUGH has been said by us for the present, we hope, on the matter of the behavior of certain wheelmen at Baltimore to make a lasting and salutary impression on the minds of the offenders and of those who are inclined to do likewise. We therefore dismiss the subject, trusting that occasion may never again occur to refer to the painful episode. Reposing in the pigeon holes of our desk we have at least twenty letters sent us for publication endorsing our position in this matter, and handling the subject and the offenders in no gentle way. We must thank our correspondents for their evident interest in the cause of law and order, and we must crave their pardon if we relegate their contributions to the waste basket. In dropping the Baltimore affair we do not wish to be understood as having abandoned our intention of hitting the first head of similar ugliness that may unfortunately presents itself.

TWO THOUSAND MILES A-WHEEL.

A wiry sun burnt young man walked into our sanctum the other day and introduced himself as Elmer P. Junkins, of Abilene, Kansas. Mr. Junkins impresses one as being a modest man, but one of determination and grit. He has made a trip on his wheel from Abilene to Boston, a distance of some 2000 miles, in forty-one days of actual riding time. He started May 16th, and arrived in Boston August 30. His route lay through Kansas City, St. Louis, Indianapolis, Columbus, Cleveland, Buffalo, Syracuse, and thence via the Mohawk Valley to Albany. He came into Boston via Pittsfield and he found some pretty tough roads. He states that some of the worst roads he encountered were found in Missouri, and he also found some very fine roads in that State. The best roads he found in Indiana and Ohio, and he speaks in high terms of the route picked out for our 100-mile road race Sept. 8. "A finer stretch of 90 miles it will be hard to find," so he says. The trip was taken entirely for pleasure, and he kept his plans quietly to himself, as he was not anxious to pose conspicuously as a great tourist. He speaks in terms of gratitude of those wheelmen who showed him courtesies on the way. This is Mr. Junkins' first trip east, and he proposes to see what we are like before he returns to his home in Abilene. He will railroad it to New York, Philadelphia, Baltimore and Washington, and from this place he may take to his wheel again and complete his trip as he commenced it. Mr. Junkins has held the position of Deputy Registrar of Deeds at Abilene for four years. He rode a 54-inch Expert Columbia, and he speaks in the highest terms of praise in the manner the machine carried him without a break through his long and hard journey.

W. S. DOANE ON HIS WAY EAST.

HE HAS SOME HARD EXPERIENCES.

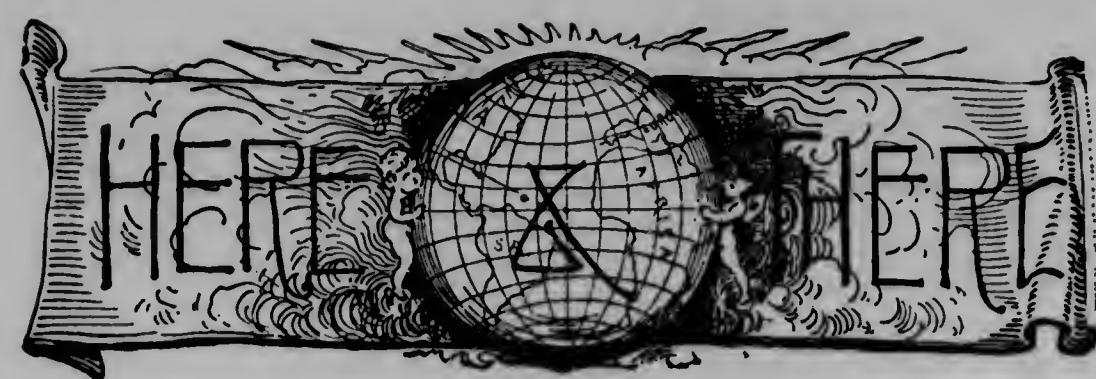
We are in receipt of advices from W. S. Doane, dated Omaha, Neb., August 1, in which he states he left Denver, Sunday, July 21, and then proceeds to give an account of his weary journeying over the mud roads, the dry sand, and the mire holes of the district between Omaha and Denver.

After a terribly hard trip of ten and a half days, covering a distance of 597 miles, he reached Omaha. Over 80 miles of that distance was covered on foot. On the second day out he walked 27 miles through deep sand, during 10 of which he did not see a house nor was he able to procure a drop of water. Hard luck still pursued him, for on the third day out on the prairies, he lost his way, and to add to his misery he got mired in an overflowed irrigating ditch. Here deep mud took the place of deep sand, and in order to get his wheel to revolve he had to stop and clear out the mud from the forks. After a pretty hazy time, he arrived at North Platte, and here he was delayed half a day by a heavy rain storm, making the roads impassable. On the fourth day out he fell into a mud hole, sinking up to his waist. This was a short distance from Plum Creek, at which place he found an enterprising Club, and an excellent quarter-mile cycle track. Mr. N. T. Fisk, a local rider, showed the tourist many kind attentions, and sent him on his way towards Kearney, rejoicing, the next day. At Kearney, Mr. S. F. Spafford took Doane in hand, and showed him the attractions of this western town. Mr. Spafford took him up to the Kearney Driving Park, where there is a nice pond for swimming and boating, and a hall for dancing. In the winter they have tobogganning, and thoroughly enjoy themselves. While walking the railroad track between Plum Creek and Kearney, Mr. Doane met a boy, who after looking hard at the wheel for quite a while, asked "if them sticks didn't ever break," meaning the spokes. He met Mr. B. W. Cole, a very enthusiastic wheelman, at Grand Island, and was well looked after by him. Mr. Cole has quite a name as a fast road rider in Eastern Nebraska. Doane has waded through about twenty creeks with his shoes on, and one morning walked 17 miles with wet feet. The roads he found in very poor condition. He has taken about fifty headers so far, but as yet has not been badly hurt, although he is kind of sore. His machine, a 50-inch Apollo, is in first-class shape. He cannot speak in too high terms of its strength and running qualities. He expects to reach Boston about Sept. 1, and will keep us posted as he goes along.

Mr. Doane may be a contestant in the BI. WORLD 100 mile road race. He will have a chance to see the road, as it is right on his course.

The Denver riders expect to have a strong team to represent them at the Buffalo Tournament.

A ROCHESTER paper says: "To show how interest is increasing in bicycle racing, there were at a recent tournament held in Boston 30,000 people." This item only goes to prove that we have to slide away from our native hearth once in a while in order to get the news.



ENGLISH LETTER.

"SENATOR."

AFTER completing two engagements at Amsterdam and Scheveningen, on July 14 and 15, against horses, which commanded a large attendance of spectators, Allard and Temple returned to England the following day, the former going to Coventry to prepare for his match in tricycles with Frank Moore, who is known, in fact both men are favorably known to American cyclists through their visits to Springfield. The match was to take place at Ashton, on Saturday last, and I would not be surprised to see Frank Moore win, as the training Allard received in the Continent was slight indeed, owing chiefly to bad weather. Temple wished to spend a day or so in London, for the purpose of rest, and to order some "purple and fine linen" wherewith to astonish his western friends, and was to have taken some practice on the Crystal Palace track, but in a note he says, "I thought a few days rest would be better, and Mr. Hillier thought so too." If Ralph had said "I thought the sweet company of an Islington young lady much to be preferred to slogging around the Crystal Palace track," he would have been nearer the mark. This same "demon pedaler" is a cute one.

TEMPLE is fast recovering from his fall, the result of which, strangely to say, was the almost total collapse of his memory for ten days, a fact Dr. Turner of London, assures me happened to a friend of his some time ago. He says it was the result of the shock and fright attendant to a sudden and unexpected concussion of the head. The "little un" meets Fred Wood at Leicester, next Saturday, at a quarter, half, and one-mile, two out of three, to run. I expect he will give Ralph some trouble, as Wood lives on the track, and Temple is not impressed favorably with the corners of same, since his match with Howell over the same course.

I FINISHED my business on the Continent, and so we proceeded to London, via Flushing and Queensboro, and arrived at Modern Babylon at midnight, the 31st. The following day Temple thought the Coventry air would suit him for a few days, so he skipped, and will train with Allard there, and then proceed to Leicester. Woodside, feeling patriotic, thought the North Coast of Ireland and some sea bathing for three days would improve his looks and health, so he skipped also, and will join Temple in Leicester, on Tuesday. This left me to battle against the sins of London single-handed, and alone I took in the N. C. U. five-mile Tricycle Championship on Saturday, being commissioned by the *Sporting Life* to give their readers an account of same in Mondays issue. The race took place at Paddington Grounds, in the West End, over the new three-and-a-half-lap track, which is a good one, and will in another year be fast. The race, if it can be called such, was one by F. J. Osmond, after a disgraceful exhibition of loafing tactics, which caused loud groans and hisses from the people, to remind the competitors that they had paid to see a "race," and not a burlesque. It was the most un-amateurish proceeding I ever saw, and "head-work" was carried to the extreme. Dr. Turner, a strong London favorite, was the only competitor that could be dignified by the title of "sportsman." The others showed themselves to be little better than hardened "pot hunters." A moderate company, only, saw the race (?), and proved quite enough for the quality of same. A mile handicap served to cover the champions who took part in the tricycle event with disgrace, and an University contest between raw riders helped matters further. Osmond, Wood, Bower, Edge, and Langley should have been all fined and suspended for loafing, but as the race was run in heats, the fastest in each, and no fastest, loser, and the fact that the best men being drawn together in their heats, was the cause of the loafing. If one good man, and two who went for time medals were put in each heat, as per Hillier's suggestion, the loafing would have been stopped.

I WENT to Ripley yesterday, on a tandem, with H. J. Swindley, London editor of the *Cyclist*, and dined with Osmond, Gatehouse, Swindley, Hillier, Dr. Turner, Wood, Edge, and others. I enjoyed the trip very much, and the little service in the church, in which

Hillier read the lesson, was attended by a host of riders. I saw the Cortis Memorial Tablet and Window, and was introduced by Mr. Hillier to the Reverend Hooper, who officiated, and who was pleased to learn that the little Ripley Church was known in America. On the road we met "Papa" Nain, W. McCandlish, of Wheeling, and many others. The latter, riding a Safety, accompanied us most of the way back. I was toggled in a handsome road suit of Mr. Swindley's, and the distance from Mr. Swindley's house to Ripley and back is 42 miles. The scenery to Ripley is grand, and the roads yesterday only fair. The American Team, according to present arrangements, sail from Liverpool home on August 11. A cable will apprise you of the sailing.

ST. LOUIS.

"LINNEUS."

HAL GREENWOOD got back from New Jersey last Thursday. He states that he was well received by the wheelmen in and about Orange, and speaks particularly of the fine treatment received at the hands of L. H. Johnson and H. A. Smith & Co. He claims the hill, Eagle Rock, is not to be compared to our "Son of a Gun," it being more like Solomon, with exception of a little stiffer grade above the stone crusher. He saw Wells at Newark, previous to the race, "monkeying with a Safety," and seeming to be in no hurry at all to get his machine or himself to the scene of the contest. He claims further that Wells was not hurt so badly by his fall as he claimed, and could have ridden the race had he so wanted. Greenwood climbed the hill in a trial on Monday, in 6.35. The time of the "official climb" was 7.37.45. The telegram which Wells claimed to have received from E. W. Beach was bogus. The whole affair in a nutshell looks like a case of crawfish on part of Wells.

WALTER WYLIE and E. N. Sanders, I am happy to state, have both recovered from their attack of typhoid fever, and are able to be about again.

D. M. LEWIS, of Omaha, was in town Sunday and Monday, seeing the sights. He spoke of wheeling as being on a boom in Omaha, and all agencies doing a good business.

HARRY CRANZ, took his first ride of the season while at Clarks-ville, and Dr. Em Senseney, ex-Chief Consul of Missouri Division, took his first spin since his return from Europe.

EDGAR FLOYD-JONES, when returning home from the League meet, toured through part of Ohio, from Cincinnati to Springfield and other points, and is lavish in his praises of Ohio's roads.

THE St. Louis Wheel Co. have again put up a bulletin board in their store, and as in the past, parties searching for news, will come to the agency. N. B.—A little more work in getting League members, would not hurt you, Percy.

ALEX AND AB LEWIS returned from their trip to Lake Maxinkucki last Saturday. They spoke as having had a fine time, and will be sure to go again next year. This place is getting to be a regular wheelmen's Mecca, and I hear of a large number of riders who will spend their vacation there next season.

THE votes for the coming election are coming in slowly, and Geo. Boswell, Chairman of the committee to count the votes, stated that all told there were about 100 votes received to date. Division members should remember that the time to vote is limited to August 15. Be sure to vote before then and vote for A. M. Lewis for Vice Consul.

W. H. BREWSTER, was at Clarksville only a few days ago, and states that he never saw the town so dead, as far as wheeling is concerned. The boys were as cordial as usual, but no one with the exception of Mr. Minlar, rode a wheel while he was there. That's too bad, Messrs. Clifford, Coke, et al. With your fine roads there is no excuse for this.

THE Missouri Division Meet will be held at Kansas City, in September, and if a good track is provided, and the races are above the scrub order, a large attendance from the "Future Great" can be reasonably assured. Ladish is a hustler whom we all know, and no doubt will duplicate his Clarksville successes, providing he takes hold of the races in earnest.

E. C. KLIPSTEIN, I am sorry to state, is going to leave us, he having accepted a fine offer made him to take charge of the Drawing Department of the public schools of Springfield, Mass. I commend him most heartily to the Springfield wheelmen. They will find him to be a whole-souled, generous man, and a wheelman in all that the name implies.

THE Eurota Club, fourteen strong, went to Clarksville two weeks ago, and had an elegant time spinning over the fine gravel roads of

Pike Co. So little has been heard of the Eurotas lately that I thought them dead, but this proves the contrary to be the case. I also understand that even in spite of their small membership, they turn out more members on club runs than any of the other clubs.

THE steamer "Bald Eagle" has made wheelmen a special rate to Clarksville of \$3.50. This includes meals and stateroom and also lodging on boat Sunday night and return by rail. Those that wish to go down on the 3 o'clock train will be awakened by the boat's watchman, and will arrive at St. Louis 7.30 A. M. Monday. The rate is very cheap and should be an inducement to wheelmen to make the trip.

NOT a single applicant for membership in the L. A. W. from the Missouri Division was published last week. From being the seventh or eighth largest division, Missouri has dropped to about tenth place, and such divisions as Maryland and California have passed her long ago, and now even Michigan leads by a few members. By all means, something ought to be done to change this condition of things.

PERCY STONE met with a serious accident last Thursday. In attempting to push down a window he had the misfortune to slip, thrusting his hand through the window, cutting it in a fearful manner. He now wears the member bandaged, and all hopes of his taking part in the Buffalo Tournament have vanished. His accident, particularly at this time, is very unfortunate as St. Louis' hopes were placed in Percy to bring back the amateur championship.

NEW YORK AND
LONG ISLAND NOTES.

"WING FOOT."

Seems queer, as we never have any at Flushing.

THE Southern road is now in its finest condition.

THE Brooklyn had a party of ten down at Captain Stillwell's, Bath, last Sunday.

LIEUTENANT WISE, of the L. I. W., spent last week in a little trip of 329 miles down the island to Shelter Island.

MR. BORLAND, B. B. C., holds the record for the club for July, with over 800 miles, as does Mr. Murphy, K. C. W., of his club, with 1200.

MR. WATERS, B. B. C., has given up wheeling, on the advice of his physician, for a month or so, on account of the threatened impairment of his health.

TWELVE of the Kings County Wheelmen rode down to Patchogue on Saturday afternoon last and returned on Sunday afternoon, after a most enjoyable visit, during which they had a sail on Great South Bay.

ONE of the Oakland Lake photos, of the Mercury's party, can now be seen at my office. I have not yet received the negative, but will announce where the prints can be obtained, in this column, when received.

A PARTY of ladies and gentlemen from the Harlem Wheelmen spent Thursday afternoon, the 2d, at Bayside, a-wheel, taking supper at "Crocherons," and returning by the S. P. M. boat from College Point.

THE proprietor of the Mansion House, Roslyn, complained last Sunday that three cyclists from Brooklyn had ordered dinner at his house and then decamped, without waiting to explain. This sort of thing hurts the fraternity in general.

THE Kings County Wheelmen are down for a run to Roslyn tomorrow afternoon, and will probably go on to the hop at "Gardner's," Sea Cliff, in the evening, or return by the boat to New York. A picnic run is spoken of for Sunday at Success Pond.

THE Long Island Wheelmen's club house is used to such an extent by the members for the storage of wheels as to necessitate an increase of floor space in their wheel room, and have introduced an elevator in the rear of the first floor, which permits of taking wheels of any size down into the basement, which is light and dry. The L. I. W. number 128 members at present.

IN order to best reach Sea Cliff, Glen Cove or beyond, the road through Roslyn should be followed to the left, past the horse fountain, and steamboat dock, direct up the hill to the big sign of "Central Boulevard," turning right at Blind End, and left at top of long hill.

I HAVE the straight tip that a certain capitalist of New York is negotiating for the purchase of the entire town of Sea Cliff, and if he succeeds, just watch the fur fly. The situation of Sea Cliff is possessed of great natural beauty, and under a liberal management could be made a veritable garden spot. The individual I have in mind never goes into an undertaking except to succeed, if only by reason of the power of his wealth, which is very large. There are already several fairly good hotels and numerous boarding houses, and it makes a splendid point for a short morning trip from the metropolis, returning by boat in the afternoon. College Point to Sea Cliff is about 18 miles by the North Shore Turnpike direct, rather sandy, but better by way of the Jericho Pike.

NEW JERSEY NOTES.

"RATCHET."

A JERSEY CITY paper is responsible for the statement that "Stenken will not do any more road racing, but will confine himself to the track. He will enter races at Hartford, Binghamton, Poughkeepsie, Albany and Pittsburg. He weighs 172 pounds, and rides a 28-pound wheel." What's the matter with Buffalo and Roseville, Charley? Kluge goes to Buffalo in a few days to "prepare."

E. P. BAGGOTT is coming round in good shape. His fall on the Fourth was a "shaker," and he was in luck to escape more severe injuries.

THE Orange Athletic Club will give a series of open-to-all games at Roseville on October 6. The events will comprise a one-mile and two-mile bicycle race.

ON Saturday, July 28, John F. Kilgour was riding a bike through Passaic street, when suddenly the little wheel went up, and young Kilgour went "over the handle-bar," landing on his head. He was picked up unconscious, and carried to the depot, where he was attended by a physician. He afterward came to, and was removed to his home in a carriage, but it will be some time before he will be out as well as ever.

TWO wheelmen, one of whom was D. R. Bassett, of the Passaic County Wheeling and Athletic Club, started to ride Eagle Rock on Sunday morning. Mr. Bassett depended entirely on back pedalling as his machine had not any brake. When about one-third of the way down Mr. B. lost control and was dashed violently, head first, into a pile of stones. He was unconscious for a long time, and at first, concussion of the brain was feared. He was removed to Memorial Hospital, and at last accounts (Tuesday) he was reported out of danger, though still too low to be moved to his own home.

BUFFALO.

"MERCURY."

A PARTY of Rochester wheelmen were the guests of Mr. Ducker and the Ramblers Bicycle Club. They intend holding a tournament of their own the latter part of August; it will not, however, prevent them from attending the World's tournament.

DR. SARAH MORRIS gave a talk to the ladies' wheel club on physical development.

ROWE has arrived. Watch for interviews in the local papers; they are sure to come.

THE moonlight runs of the Buffalo Club have become quite popular and are largely attended.

THE team race between the local and Rochester Clubs will be one of the most exciting events on the programme.

HERE'S a regular Baltimore-Druid-Hill-Park-cry; especially when coasting: "Hey! young feller, that's going faster than six miles an hour."

THE proposed repair shop of J. H. Isham's that was to have been built on the avenue has failed to materialize as yet. What's the matter?

THE lantern parade by the Ramblers of last Wednesday was quite a success. They made a very brilliant appearance. Try it again, Captain Hanenstein.

PRESIDENT KELLNER and ex-Captain Fuch of the Ramblers B. Club, are taking a two weeks' trip in the Northwest. They intend booming the tournament as they go along.

CAPTAIN HANENSTEIN has announced a club run to Fort Niagara, Youngstown, 40 miles, for August 4th, also a run to Rochester and Charlotte, 80 miles for the latter part of August.

THE Buffalo Club have almost reached their limit, the Ramblers have doubled their membership since last March, the Zigzags

(newly organized) has a membership of forty. What is the cause of this increase? "The World's Tournament."

MESSRS. VERNON HALLIDAY, George A. Schofield and W. F. Kingan of the Peterborough Bicycle Club and Mr. Douglass of the Lockport Bicycle Club were entertained by the Ramblers at their rooms the past week. They are touring through Western New York.

NEWS

AND COMMENT.

Bicycle Company.

ENTRIES to Buffalo tournament races close August 27.

OUR road race will take place Sept. 8, instead of Sept. 7.

SEE particulars in regard to this race in another column of the paper.

ENTRIES to BICYCLING WORLD'S 100-mile road race from Erie, Pa., to Buffalo, N. Y., close September 6th.

CHECKERS and timers are wanted by Mr. Ducker all along the route of our 100-mile road race.

THE Hyde Park (Mass.) Ramblers are fast completing arrangements for its race meeting August 25.

"SENATOR" MORGAN and his aggregation of "merrie men" sail from Liverpool to-morrow, August 11th.

It is probable that Caldwell's accident on the Boston Common July 4 will disable him permanently for racing. We are sorry to hear it.

A CURIOUS accident happened to Mr. F. A. Gilmore of Waterville, Me., the other day. He dropped his whistle and it caught in between his wheel and the fork causing him to come down to Mother Earth with great force.

We have tried hard to see Mr. C. S. Howard since his return to Boston. We have called at his office three times, but failed each time to connect. We are pleased to hear that the trip has been of benefit to Mr. Howard.

THE Williamsport (Pa.) Wheel Club give substantial evidences of being a good riding club. Fifteen members up to June 19 show a total mileage of 16,019 miles. There have been twenty century runs made by eight members during the same period.

ON Sunday, August 5, 1888, Wm. A. Mills, of Taunton, Mass., succeeded in climbing College Hill, Providence, R. I. Mr. Mills is the first member of the Taunton Bicycle Club who has ever climbed this hill. He mounted his machine on Market Square, and rode to Hebronville without a dismount.

"THE B. WORLD thinks there is only one paper in Kentucky, and, as usual, fails to credit properly."—*Louisville Commercial*. We beg our esteemed contemporary's pardon. We should have credited the *Commercial* and not the *Courier Journal* for our excerpts of the Indiana tour. We, however, take exception to the words "as usual."

MESSRS. WHEELER, Williams and Steuber, of the Williamstown Wheelmen, expect to start August 4, on Niagara Express, for a two weeks' trip, wheeling from Elmira to Buffalo via Rochester, the route continuing to Niagara Falls, Lewiston, Toronto, and over the celebrated Kingston road to Kingston, and through the Thousand Islands to Montreal. The return trip has not yet been definitely decided upon.

THE Richmond and Danville Railroad Company, of Virginia, have swung into line and have issued the following circular to its baggage masters: "Bicycles accompanied by owners and plainly tagged, with the address and destination corresponding with ticket held by them, may be transported free in baggage cars at owner's risk. When the above conditions are not complied with, bicycles must be turned over to the express company or the freight department for shipment."

OUR correspondent, "Star," from Cincinnati, sends us the following notes "thrown off": "Mr. A. B. Norton, of the C. B. C., is experimenting with an air-brake for safeties, and is very sanguine as to his ultimate success. Mr. Thomas Shultz, of the same club, was seen riding his safety up Taylor Creek Hill with his feet on the foot-rests and only one hand on the handle-bar. What was he doing with the other hand? Why, he was just pushing a loaded market wagon up the hill in front of him, that's all. The extreme fondness that some wheelmen manifest for milk whenever they visit Miamitown is at last explained; the cow that gives the milk was raised near a distillery."

A SYRACUSE (N. Y.) man writes: "L. A. W. '18405' and 'yours truly,' No. '18404,' have just returned from a run to New York City, a distance of some 325 miles, which we covered in five and one-half days, actual riding time nine hours per day. Roads from here to Illion, fair, but from Illion to Albany, poor. From Albany to New York the roads are grand, and just out of Poughkeepsie they are 'fine as silk,' a la New York road book. From Albany we rode in company with Messrs. Brinsmade and Shannon, of the 'Forest City Ramblers,' Cleveland, Ohio, and on the 12th July, in one run into Rhinebeck, N. Y. (the home of Levi P. Morton), we made 12 1-4 miles in 49 minutes, over a beautiful macadam road. Let every New York wheelman try the 'Old Post road' from Albany to New York."

THE District Columbia Division met last week and passed the following preamble and resolutions: "Believing, that the police regulation requiring bicycles and tricycles to be provided with bells and lights is unnecessary, and that it is better and safer for us to get out of the way of pedestrians, than to signal them to get out of our way; and Believing, that we have the same rights as horsemen and the owners of private vehicles (who are not required to carry bells and lights) and that fewer accidents, and of a less fatal character, occur through the carelessness of cyclists than through the carelessness of drivers; and Whereas, nearly 4000 cyclists in this city are put to a great inconvenience and annoyance by this regulation; Be it resolved, That we respectfully request that the same be repealed."

No. 19846, of Grand Rapids, Mich., propounds some questions which we are pleased to answer. We number his questions and answer each separately:

- (1) Can a rider who has previously ridden in a race or races be classed as a novice?—A novice race is open to those who up to date of event have never won a prize except in a club contest.
- (2) Can a professional enter an amateur race?—No.
- (3) Can an amateur enter a novice race?—Of course he can, that is provided he has never competed or won a prize other than as above.
- (4) Can a novice, if he chooses, enter an amateur race?—Certainly, providing he is an amateur according to the League ruling.
- (5) As to the racing rules in full, if our correspondent will address Gerry Jones, of Binghamton, N. Y., with stamp, Mr. Jones will send him a copy of the rules complete.
- (6) The best amateur quarter-mile, 37 1-5; half-mile, 1.14; both done by Percy Furnivall. The best mile, 2.32 2-3; made also by Furnivall. The quarter and half mile records above are "world's records." Rowe, professional, holds the one-mile world record, in 2.29.

WELLS FAILS TO GET THERE.

(Special to the World.)

WELLS climbed Eagle Rock this afternoon; started at 4.30; time, 9 min. 30 2-5 sec. Officials same as when Greenwood climbed. This gives Greenwood the championship and medal. RATCHET. Newark, N. J., August 9th, 1888.

TEMPLE AGAIN WINS.

HE BEATS HOWELL FOUR TIMES IN SUCCESSION.

AN Associate Press dispatch, dated London, August 8th, says: "At Birmingham today, Temple of Chicago won the half-mile and 10-mile bicycle championships, defeating the best English bicyclists and several Americans. Temple during the week has defeated Howell, the English champion, four times in succession."

MR. HOWELL DENIES THE CHARGE.

Editor *Bicycling World*: There appeared in the issue of the *Wheel* of July 26th an insulting article charging me with unfair riding at Cape May, this accusation is absolutely false. I did not foul Halsted, or any other competitor, and can produce affidavits from witnesses to that effect. Hoping that you can give me space for this, I am, Yours respectfully, LEWIS A. HOWELL. Milleville, N. J., July 30, 1888.

By far the most essential quality in a tandem next to ease of running and excellence of manufacture is

PERFECT PRACTICABILITY.

This is contained in the highest possible degree in the

American Challenge Tandem

Which is the only tandem tricycle in the world that can be successfully run on

Every Sort of American Roads.

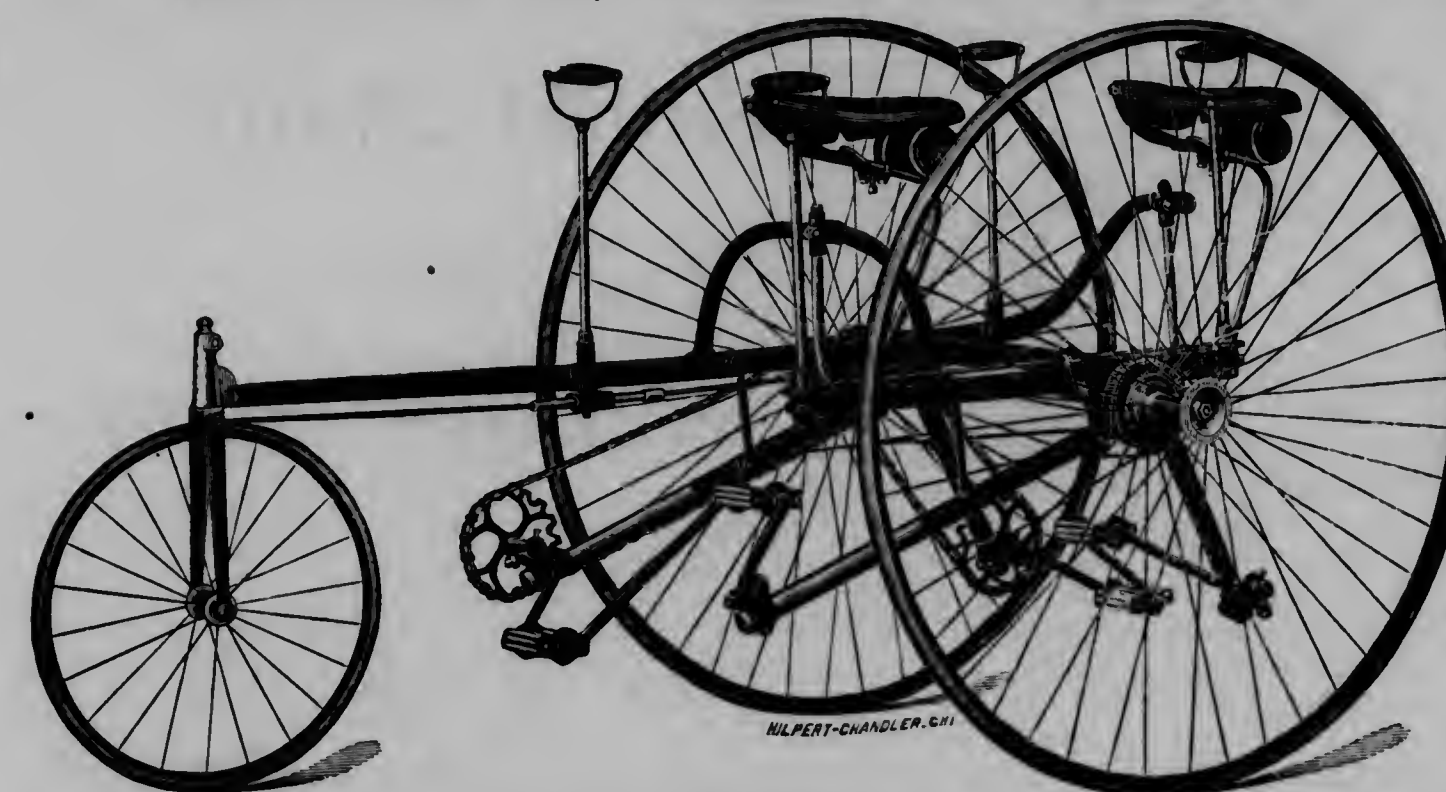
It can be steered, too, and braked by both riders, and can be ridden by two ladies.

Between the two riders is ample room for a child's seat, which we furnish at an extra cost of \$5.

By all means see this machine before purchasing the ordinary three-track type, lest you become burdened with a practically useless tandem for touring purposes.

Price, Ball Bearings all Over, \$180.

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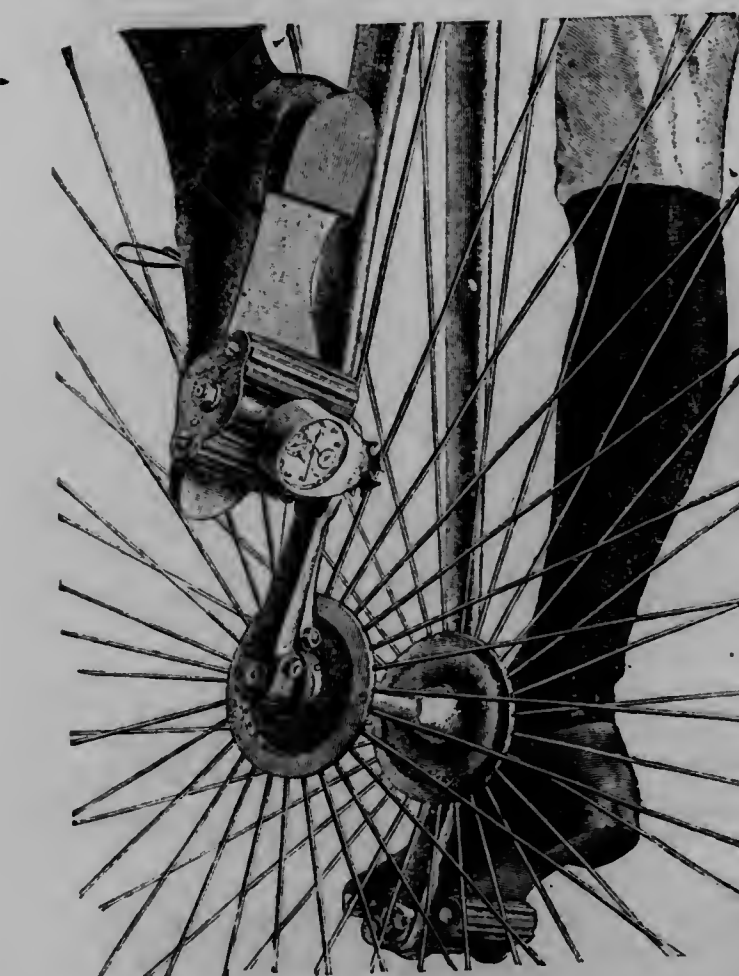


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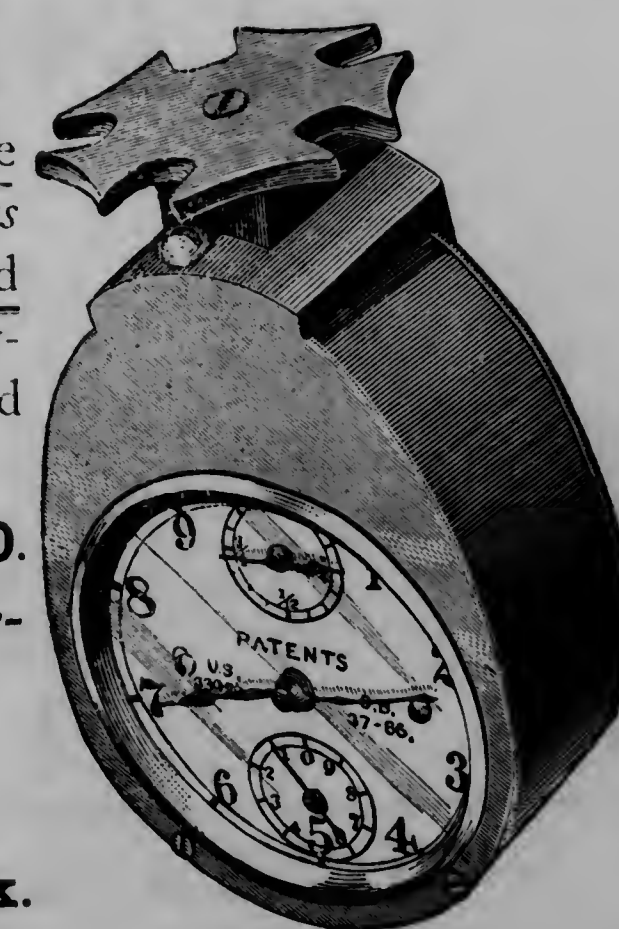
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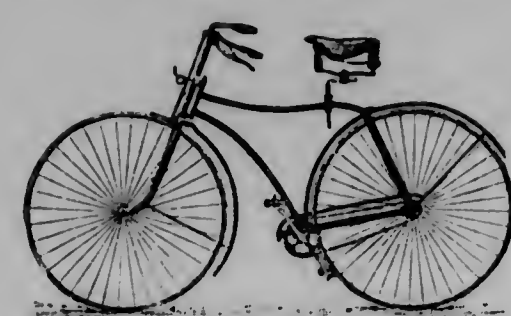
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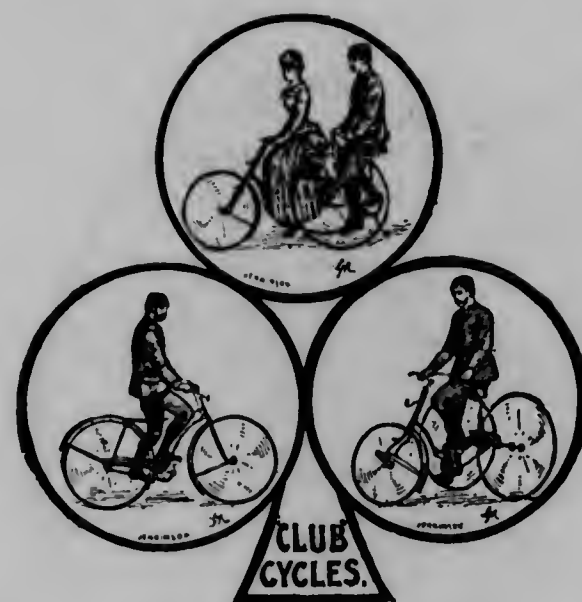


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The KINGSTON KNITTING CO., - - 27 Kingston St., Boston, Mass., Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country. Correspondence solicited.

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BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co 2 Pearl St., Boston.

GERMANY, THE RHINE, HOLLAND AND BELGIUM.

BY THE "SENATOR."

(Continued.)

ONE of the most delightful trips on the water that a being can enjoy is down the famous Rhine to Cologne, famous for its cathedrals, crown jewels, elegant carvings, etc. On the Rhine you pass the long stretch of vineyards, which produce the "deep, deep draughts of the good Rhine wine" in song, and which Samuel Clemens says is "easily distinguishable from vinegar by the labels." Numerous castles (or Schlosses) are passed, with towns famous in Prussian history, and which "Bonaparte" visited on sundry occasions in his irregular trips over other people's domains; one of them, by the way, was to Cologne, where he helped himself to the State jewels. Enjoying a splendid table d'hôte dinner of nine courses in the "Deutschland Klaser," the name of our boat. We landed in Cologne at four o'clock, after seven hours steaming up the river famous in German national song by the "Watch by the Rhine." Cologne is an old-fashioned, interesting city outside of its cathedral, which is 532 feet high, said to be the third highest in the world. Cologne was built with the idea that no persons would want to walk in the streets, as they evidently thought sidewalks were not required, so they only put a little curbing to divide the narrow streets from the houses. Baedeker said that a picture in St. Peter's Church, by Rubens, of the Crucifixion of St. Peter was worth seeing, so after tea we sallied forth on foot, looking for the church and picture. Seeing a church which we were told was St. Peters we walked in through the open door, and were soon in the midst of a quite remarkable scene. The lights were burning on the altar, and two pretty maidens were praying. Sitting at the foot of the cross were two very old women, I should say nearly the age of ninety, busily counting their beads. Men and women of all grades were worshipping, and after stealthily looking round, satisfying ourselves we had made a mistake, we left. Finding the right place, we were soon in deep contemplation of one of

RUBENS' MASTER-PIECES.

It is of the highly colored character so common to the school of the Great Master. A thorough examination of the magnificent cathedral, and a stroll through the Zoological Gardens served to wind up a very interesting day. At early morn we proceeded by rail to Holland, and were passed through the customs with the utmost dispatch, quite in contrast to the humbugging of British and American custom authorities, who seem to think by scattering a person's "goods and chattels" all over creation that they are doing their duty. The men of Zevenaar, on the Dutch frontier, have earned my eternal approbation and gratitude. Arriving in Rotterdam, the second largest city of Holland (or the Netherlands, as the land of Von Trump and William of Orange is familiarly called), we steered to the Williamsbridge Hotel, sounding as it did rather English, and we were not disappointed, for on enquiring of the pretty little girl who received us if "English was spoken," she replied, laughingly, "Oh yes, I studied English for one year in London," and in truth she spoke like a native Londoner. The Dutch are linguists of the first water. Even the boys and girls of the hotel spoke English, German, French and their native jargon with the fluency of your college professor. Nearly all the best people of Holland speak all the above tongues with fluency, and the advantage of French and German was never more apparent than during our tour on the Continent. Rotterdam is a smart place, full of business, and mighty sharp business people they are too, which the visitor will find out if he attempts to drive a bargain on his own account without the assistance of a native friend, as they are apt to stick fifty or an hundred per cent. on the price of the desired article. Rotterdam has her picture gallery, and the Dutch painters, especially Rembrandt, have left many evidences of their genius in the goodly collection. Cycling in Rotterdam is somewhat limited, as the streets are of the cobblestone variety, but a great many safe and tricycles may be seen in the evening. Rotterdam in cycling is celebrated in one way, by being the birth-place of that champion tricyclist, a champion in every sense of the word,

EDWARD KIDERLEIN,

who created such a furore in London by defeating Gatehouse, the University crack and record holder, also Frank Moore, and winning the race at Cathcart's London tournament in such a sensational manner. The little Dutchman's racing days are practically over now, but his long, successful Continental career will be ever remembered. His business career on the completion of his University term, will commence, and his father being one of the largest gin distillers on the Continent and the owner of several valuable patents, the son Edward will take charge of a large distillery in France, controlled entirely by himself, as he being the only son no

expense or trouble was spared in "his bringing up," chemistry being his principal study. The American team opened the new quarter-mile track at Amsterdam Saturday, June 30th, and a splendid crowd patronized the races inaugurated by the Society of Racing Cyclists, of Amsterdam, although unfavorable weather prevailed. Amsterdam is the largest city in Holland, with four hundred thousand souls, and they take very kindly to cycling. The professionals made the best times in the races, and Temple, through the effects of a late fall, only started in one, and retired immediately, leaving Woodside to finish second to Allard in the mile, and won the two miles in 5.49, splendid time for the day, which was a very windy one accompanied by rain. The race meeting was a pronounced success, and the evening was given up to a dinner provided for the visiting cyclists in the American Hotel, the latter place being our abode during our week's stay in Amsterdam. The hotel is a place of interest to Americans, and the arms and mottoes of each and every State in the United States of America is painted in splendid style in the breakfast and dinner rooms, which are of immense dimensions. To gaze at Massachusetts, in miniature as it were, was followed by that soothing influence, which follows on the knowledge that we are on the home stretch of our trip, and that the Statue of Liberty (D. V.) will soon loom in view in New York's harbor. Well, returning to the dinner, it was a first-class affair, and speeches in German by Carl Luck, of Berlin, in French by P. Dawson, of Brussels (the Belgium Cyclist's correspondent), in Dutch and English by the President of the Amsterdam Racing Cyclists' Society, and your correspondent delivered himself in "United States." The prizes were presented, and a good day's sport and amusement came to an end.

Returning to Scheveningen (near the Hague, the capitol of Holland and the King's palace), we have been industriously dividing our time between bathing in the surf, and teaching the Dutch amateur to sprint, on the new quarter-mile track at this, the fashionable seaside resort of the Netherlands, and the tournament, which opened to-day showed the Dutch amateurs are flyers of the first class, as P. Schetema Bedoun defeated Edge, the Londoner, in the tricycle scratch race of two miles, and as the latter won the one-mile N. C. U. championship at Halifax last Saturday from England's fastest men, you can see our tuition has not been lost on the Dutchmen. Von Tromp, the great Dutch naval commander, once fitted a broom at the masthead of his man-of-war, as a token that he had swept the sea with his fleet. Holland, at this rate of progression, will follow suit in cycling, as a more promising lot of amateurs I have never beheld in any nation. The attendance to-day was moderate, but to-morrow (Sunday) will see a goodly crowd, as much interest was evinced in to-day's programme. Temple, in his old form, won the half-mile scratch race, and Woodside won the ten kilometres (six and one-half miles); Temple, second; Allard, England, third. The races were all fast, considering the high wind.

We are now looking towards America, and the second week of August will find us aboard a Cnnarder en-route for the land of the setting sun. Our trip is rapidly drawing to a close, and the results will be left to the cycling historian; in our own minds we feel benefited in no slight manner by the trip; we have at all times worked hard, and endeavored to do our duty to the public, and our own consciences. We started from America to make a trip of Great Britain and the continent; we have accomplished that we started out to accomplish, although we expected imitators, we have no fear of comparison or results, and although in the future possibly faster men will cross the ocean, they will not succeed in creating any more excitement or genuine interest in honest racing, than created by the Original American Team.

WELLS DID NOT SHOW UP.

JOHN A. WELLS did not appear on Saturday, August 4, although Referee Collins telegraphed him that his wheel was ready for him. For the accident of the previous Saturday, Mr. Wells was personally responsible, as he should have posted himself on the times of the different trains. According to the Philadelphia Press, of August 5, Mr. Wells was out of town on the 4th and consequently, did not receive the referee's dispatch in time to reach Newark on that day. The time has been extended to Wednesday, August 8, when Mr. Wells will, barring another accident, climb to beat 7.37 4-5. It is hoped that no more "hitches" will occur in the programme.

Greenwood's time for the Eagle Rock climb on July 26 should have been 7.37 4-5 instead of 7.34 4-5 as printed. He coasted down in 4.37 4-5. RATCHET.

RICHMOND, Va., will hold a big bicycle tournament October 23 and 24, particulars later. This will be an excellent time for riders and racing men to make arrangements to go South for a few days, in the charming month of October.

EASTERN ROAD CLUB.

THERE will be a meeting of the Executive Committee of the Eastern Road Club on Monday next, August 13, at Dr. Kendall's office, 176 Tremont street, at 8 o'clock P. M., for the purpose of re-organization, and to arrange for a road race. Clubs wishing to join the association should apply immediately.

Boston, 18 Arch St.

WILLARD H. FORBES,
Secretary.

BUFFALO TOURNAMENT.

THE Eastern Traffic Association have given reduced rates on all railroads for wheelmen attending the Buffalo Tournament, that of one fare for the round trip. This includes all points as far as Boston, New York, and intermediate stations, that is, the larger class of stations.

Wheels will be free on certain conditions only. The wheelmen from Boston and vicinity will have special baggage cars attached to trains which will leave there at 3.00 P. M., and 9.15 P. M., Sept. 2 and 3, and wheelmen must notify Mr. Ducker in advance of their intentions to use these cars. All pedals must be removed, or full tariff rates will be charged. The special car will be side tracked at Boston for the reception of wheels, about half a day in advance. The same car will be used for the reception of wheels at Worcester, Springfield, and Pittsfield, which stations will sell excursion tickets, from Boston, \$10.65; Worcester, \$9.71; Springfield, \$8.49; and Pittsfield, \$7.91; tickets good to return for ten days.

BUFFALO'S HOTELS.

This is a list of the principal hotels in Buffalo with their rates. Wheelmen are advised to secure rooms in advance. Next week we shall publish a list of lodging houses with rates. All of the hotels are located on asphalt streets, or not one block from same. Wheelmen desiring to live cheaply and well are advised to secure lodging without board, and get their meals at restaurants and on the grounds. By this method, time and running back and forth will be saved.

Name.	Rate Single.	Rate Double.	Name.	Rate Single.	Rate Double.
Arlington . . .	\$2.00	\$2.00	The Niagara . . .	\$5.00	\$5.50
Brainard . . .	1.50	1.50	St. John's . . .	2.00	1.00
Broedel . . .	2.50	2.50	Southern . . .	1.50	1.50
Crandall . . .	1.50	1.50	The Stafford . . .	2.00	2.00
Eagle . . .	1.50	2.00	The Huron . . .	Special	Special
Exchange . . .	1.25	1.00	Tift . . .	\$4.00	\$3.00
Filmore . . .	1.50	1.50	Tremont . . .	1.50	1.50
The Genesee . . .	3.50	3.00	Tucker's . . .	Special	Special
The Mansion . . .	3.00	2.50	United States . . .	\$2.00	\$1.50
Modler . . .	1.50	1.50	Continental . . .	2.50	2.00
Nat'l Exchange . . .	Special	Special			

Those in need of rooms can call on Mr. Ducker, when in Buffalo, or write him, and he will send them a blank giving names of parties having rooms to rent. Those who neglect to send Mr. Ducker notice may get left as the crowd will be tremendous.

WHEELS.

Wheelmen attending the Buffalo meet will want to carry their wheels with them on account of the fine riding and the parade, coupled with the distance to the grounds of most of the lodging houses and hotels. Wheelmen are advised to bring their wheels with them, as the carriage of wheels will be free, and in most cases, special cars for their accommodation. Wheels will arrive safely in Buffalo. Large storage rooms will be engaged, and checks given for wheels, thus insuring their absolute safety. While at the grounds, a large building will be used for the storage of wheels. While horse cars and steam cars all run to the grounds, it is a little unhandy. With a wheel you can ride direct to either entrance of the grounds and be independent.

ENTRIES.

Entries for the Buffalo races close August 27th, and must be in Mr. Ducker's hands at that time. Entry blanks will be mailed to all racers this week, and anybody wishing same, will find a supply at the leading dealers in the large cities, or will have them mailed to them on receipt of postal. The prizes in all events at Buffalo are as follows:

Professional—World's championship, cash prize, \$1000; each one-mile race, cash prize, \$100; each two-mile race, cash prize, \$125; each three-mile race, cash prize, \$150; each five-mile race, cash prize, \$300. For professional tandem races, double the above amounts, each race.

Amateur—Each one-mile race, a prize costing \$50; each two-mile race, a prize costing \$75; each three-mile race, a prize costing \$100; each five-mile race, a prize costing \$150; each ten-mile race, a prize costing \$300. For amateur tandem races, double the above amounts.

All prizes will be divided as follows: 50 per cent. to the first, 30

per cent. to the second, and 20 per cent. to the third, except in the world's championship, which is divided: \$400 to the first, \$300 to the second, \$200 to the third, \$100 to the fourth, and 10 per cent. additional to all prize takers in any event in which a record is broken.

BICYCLING WORLD'S HUNDRED-MILE ROAD RACE.

THE hundred-mile road race from Erie to Buffalo under the auspices of the BICYCLING WORLD, will this year be held September 8th, starting at 6 A. M., instead of the 7th, as formerly announced. This change will make Saturday one of the biggest days of the meeting. Wheelmen and others wishing to assist in this race, either as checkers, starters, or in many other ways, will do well to address Mr. Ducker at Buffalo immediately, as it will take nearly one hundred men to take care of this race, and wheelmen are requested not to hesitate about coming forward. This race this year is strictly for amateurs, and it is hoped that a full field will start. Mr. Frank Fairbairn, of Erie, Pa., will have entire charge of the start and route at that end. Any information as to boarding places or the roads in the vicinity of Erie, should be addressed to Mr. Frank Fairbairn, Erie, Pa.; otherwise, all communications to Henry E. Ducker.

The prizes are handsome gold medals, in two colors of gold and blue enamel. The design is one made especially for us by John Harriot for our road race of last year. It is not large, but the quality and workmanship make it one of the handsomest medals ever given. Those who have seen the medals we gave last year to Hollingsworth and Rhodes will bear us out in saying they are one of the most satisfactory and handsome ever given.

All those who can officiate please address Mr. Ducker, 47 Chapin Block, Buffalo. Entrance fee, \$1; entries close Sept. 6th. Entries should be made to Mr. Ducker as above.

MASSACHUSETTS DIVISION MEET.

To start at the wrong end but to enable me to express my pleasure and the enthusiasm of all others, let me say that the Massachusetts Division meet just passed at Cottage City was one of the most delightful gatherings of the kind ever participated in by your correspondent. There was not a thing to mar the pleasure of the event.

The business meeting, a report of which will appear in your official column, was one in which the merest routine. The present membership of the division is 1149, and the treasury has a balance of \$332.43 to the good.

The "City" began to fill with cyclists Thursday night, and by Friday noon the clans had assembled and the meet could be said to be in full blast. One of the principal events of the first day was the game of base ball between a nine of the L. A. W. members and the Vineyard Herald nine. The exhibit of ball was by no means one to be ashamed of, and though the local club won by a score of 5 to 0, the L. A. W. team showed excellent individual talent. There was some dissatisfaction on the ruling of the umpire, but he did the best he could. The Vineyards had seven errors and the L. A. W.s had eleven, not a bad showing for scratch teams.

The excursion to Katama in the afternoon of the first day was not as well attended as might have been, the base ball game and numerous private excursions on land and water and the memory of last year's experience keeping nearly all of the members away.

The Sea View Cottage was the official headquarters, and a great number of wheelmen put up there. The boats during the day had been bringing large numbers of wheelmen, and also riders of the fair sex, so that by evening everybody was on hand. The evening was spent in jollification and fun galore.

At 3 A. M. of the second day "eight or ten lone wheelmen" (to paraphrase the Jameson style) were seen to mend their way down to the wharf and embark on a boat of the cat species. Among the party were Chief Consul Hayes, Chief Consul Bidwell of New York, C. K. Alley of New York, and Dr. Kendall of Boston. The spirits of the party were high and the wind was fair, and the orders were given to sail away to Cape Poge, at which place the cyclers expected to capture the festive fish. The Cape was reached, and lines went over board. The fish refused to bite, and the wind died out and positively refused to zepher one bit more. Chief Consul Hayes gave orders to heave anchor and sail for home. The skipper "heaved;" the anchor was secured on board, and all conditions favorable to a quick return except the wind. Here was a predicament. Ten miles from home, no wind, only one oar and parade at 10 A. M. Result, hard work at the one oar, and a good deal of "forcible conversation." After much work shore was reached near Edgartown, a team was secured after much further tribulation, and the City was reached just in time to see the parade dismissed.

The parade was started soon after 10 A. M., with about 300 riders in line. The ladies' division was in charge of Secretary Bassett, who had for aids Mr. J. Rush Green and Mr. L. R. Spear. Directly behind the Marshal rode Mrs. J. Rush Green, of Somerville, and Miss Keim, of Washington, on ladies' bicycles. The ladies rode these very gracefully, and attracted not a little attention. The division contained some thirty-five ladies on singles, tandem and quadricycles. Mr. Elliott rode his wooden-wheel quadricycle, with Mrs. Speare's daughter (aged 3) on a small seat in front. My natural gallantry would prompt me to say that this division was the most attractive in line, and I am glad to know that I exercise no economy of truth in stating this.

Many other ladies were in line, and all told there was not less than fifty. The Somerville Club had several ladies with them, and the Rhode Island Wheelmen were conspicuous in this direction. Among the lady riders from Rhode Island were Mrs. Charles S. Davol, Mrs. Thurber, Miss Fredericka Cooke, Miss Emma Blackmer, Miss Webb, Miss Ashley, and Mrs. Davis.

The Fitchburg Band furnished music. After the parade came the photo., as a sort of inevitable "Amen" to this part of the meet.

The afternoon was a perfect one for racing. The track is none of the best, and its corners and grades are rather productive of caution or headers. The audience was large and ready to enthuse at the slightest provocation. The Fitchburg Band discoursed sweet music while the men were getting ready to ride.

The first race was the one-mile novice, and this was won by F. Wood, of Somerville; time, 4.34. H. L. Smith finished a close second.

Second race, one-mile open, was won by E. A. Bailey, of Somerville; F. A. Delabarre, of Conway, being second. Time, 3.29 1-2.

Third race, one-mile tricycle, was won by A. S. Hill, of Boston, in 5.57; J. W. Bean a very bad second.

Fourth race, one-mile rear-driving safety, was easily won by B. Y. Bruce, of Providence, with A. J. Newman as his only competitor second; time, 4.41 1-2.

Fifth and last race was a one-mile handicap. The starters were H. W. Smith, of New Bedford, who had 150 yards' start; George W. Harvey, of Somerville, 150 yards; Frank A. Delabarre, 100 yards; J. E. Wood, Somerville, 100 yards; E. A. Bailey, Somerville, scratch. This was the best and only "race" of the day. Wood, Harvey, Smith and Delabarre had things their own way for a bit, but Bailey soon began to crawl up, and he looked a winner. Delabarre, however, had something up his sleeve, and when it came to the home stretch, Bailey could not head him, and so Delabarre won in 4.22.

The Casino was the scene of a brilliant gathering in the evening, over 300 couples being present. Chief Consul Hayes and Miss Dorr, of Cambridge, opened the ball. There were twelve numbers and several extras, and it was not until early Saturday morning that the last dance was reached. C. M. N. Sylick acted as floor manager, and he was assisted by the following aids: Charles P. Dennis, Asa P. Prevere, W. F. Young, F. R. Dorr, H. H. Bates, Dr. L. E. Allen, Fred M. Cummings, W. G. Kendall, E. J. Ryder, H. D. Corey.

The prizes to the successful contestants in the races were awarded.

The morning of the last day found the visitors and entertainers very much tired out, but by 9.30 A. M., found the majority on board the Island Home, bound for Gay Head. It was a lovely day for the trip. Gay Head was reached and a stay of two hours was had to enable all to go ashore and procure a specimen of the curious clay. At 2 P. M. the boat was headed for the "City."

Of those who did not go to Gay Head, some went to Nantucket, others took trips a-wheel in different directions.

The band concert in the evening was spoiled by the rain. This same rain spoiled several excursions and plans, but the wheelmen managed to pass a pleasant evening under cover at the different cottages and hotels.

Thus ended the 1888 meet of the Massachusetts Division, and I cannot close without saying a word to our kind and generous entertainers, the Martha's Vineyard Bicycle Club. They are a royal set of fellows, and the division is under lasting obligations for the splendid way in which they aided in making the meet a grand success.

NOTES.

Abbott Bassett's crystal wedding day was Thursday, the 2d. He and his wife spent it at Cottage City.

Hayes, Bidwell, Kendall & Co. have no faith in the treacherous winds of Martha's Vineyard Sound.

Some of the papers erroneously state that Joseph Goodman, of Hartford, started in the tricycle race.

Why is it that the reports in the dailies almost ignore the most interesting feature of the parade (i. e.), the presence of some fifty lady riders.

Around the cottage of W. W. Stall in County Park, centered a very great interest. Mr. and Mrs. Stall had as guests several of the "North Shore tourists," including Mr. and Mrs. Chas. Hopkins, Wellington; Mr. and Mrs. R. W. Southwell, of Charlestown; Mr. and Mrs. Abbot Bassett, Newtonville, Mr. and Mrs. Sterling Elliott, Newton; Dr. E. Y. Bogman, of Providence, and Miss Iona Southwell. Mr. and Mrs. H. D. Corey, Newtonville, and Mr. and Mrs. J. Rush Green, of Somerville, were at the Naumkeag, and Mr. and Mrs. L. R. Speare, Newton Centre, were at the Wesley. They also rendezvoused at the Stall cottage, on the occasion of runs and for the evening entertainment. The Rhode Island ladies were at the Naumkeag, and were frequent visitors to County Park. On each evening of the meet there was vocal and instrumental music at the cottage.

The banner offered to the club having the greatest number of League members in line has not yet been awarded. The clubs reporting the largest numbers to those who canvassed the line, were the New Bedford Club with 27, the Somerville Club with 25, and the Cambridge Club with 22. These numbers were scaled down to 14 for New Bedford, 23 for Somerville, and 25 for Cambridge when the Captains found that none but League members could be counted. The statement of the Somerville Club was protested by the Cambridge Club on the ground that some of those who rode with this club were not members of the club nor of the League. The Referee, Secretary Bassett, then called on both clubs to submit a statement in writing, giving the name and League number of each rider, and withheld his decision until this list should be received. Captain Kimball for Somerville, and Captain Perkins for Cambridge agreed to furnish this list, and when they are verified by the League books a decision will be made.

TEMPLE BEATS HOWELL IN TWO RACES.

A CABLEGRAM to the Boston Herald dated London, Aug. 4, 1888, says: Temple of Chicago won the 20-mile bicycle championship at Leicester to-day, defeating Howell and Wood. Temple also defeated Howell in a five-mile race. The American team sails for New York on August 11 on the steamer Aurania.

PROGRAMME OF THE MICHIGAN DIV. MEET.

This meet will be held at Grand Rapids, August 18, and below we give the programme as at present decided on: Saturday, August 18, 10 A. M., business meeting of the Michigan Division; 11 A. M., hill climbing contest; 12 M., photograph of wheelmen will be taken; 12.30 P. M., dinner at Sweet's Hotel; 2 P. M., parade from Fulton Street Park; 3 P. M., races; 6 P. M., Supper at Sweet's Hotel; 8.30 P. M., banquet.

RACING AT KINGSTON, N. Y.

ON August 3, a bicyclers' tournament, in which wheelmen from along the Hudson River participated, was held here in the afternoon. The results were as follows: One-mile dash, Herman Venderlinden of Poughkeepsie winner. Time, 3.25. Half-mile dash, Edward Merritt of Kingston winner. Time, 1.44. One-mile dash, W. H. Boshart of Poughkeepsie winner. Time, 3.26. There were other minor events.—New York Times.

RECORD RIDING AT PITTSBURG.

If the distance ridden by W. D. and A. C. Banker at Pittsburg August 5 proves to be a full mile, then the time, 2.43 3-5, they made on a tandem tricycle will stand as a world's road record. Of course a chain measurement is the only one that would be accepted in such a distance as that. We hope the course, which is on Forbes street, from the top of the Soho Hill to a point near the Junction bridge, will be measured by chain. The world's record on the track was made in England, and is 2.37. The best American track time is 2.43 3-5.

20-MILE ROAD RACE AT SPRINGFIELD.

We clip from the Springfield (Mass) Union an account of a race between teams representing the Armory Hill and Central Young Men's Christian Associations held last week. "F. C. Frese and H. O. Bennett represented the Armory Hill Club and W. M. Haradon and George H. Lewis the Outing Club. Frese was the general favorite. He ran third in the Fourth of July race over the same course.

The start was made at 6.36, and all the riders went off at a lively pace. Frese led for the first five or six miles, but Haradon gained on him steadily and finished a winner, in 1 h. 22 m. 30 s. Frese was

second in 1h. 22m. 50s., and Lewis third in 1h' 26m. Bennett was last man in. Haradon's time, though very good, does not quite touch the record of 1h. 19m. 50s., which is held by Captain F. A. Eldred of the Springfield Bicycle Club. It was much better than the time made by Thomas, the winner of the Fourth of July race. Thomas's time was 1h. 27m. 2 1-2s. Haradon was in fine form and had been more certain as to the capabilities of his competitors he would have made a try for the record. Haradon rode a 48-inch New Mail, Frese a 50-inch Victor, Lewis a 54-inch Columbia Light Roadster and Bennett a 51-inch Light Roadster. The course was in excellent condition being better if anything, than on the Fourth.

KNAPP TAKES SOME RECORDS.

W. F. KNAPP got among the records from 30 mile up to 100. at Leicester, July 17. All the English records have gone for the intermediate miles for the distance, and from 52 to 61 miles the world's records were taken as follows:

52	-	-	2:46.27	57	-	-	3:04.40
53	-	-	2:49.53	58	-	-	3:08.18
54	-	-	2:53.31	59	-	-	3:11.52
55	-	-	2:57.15	60	-	-	3:15.30
56	-	-	3:00.58	61	-	-	3:19.19

From 64 up to 100 miles Dingley holds world's records. Knapp's 100 miles' record of 5:55.21 beats the English record made by J. Lees, of 6:36.36 4-5. Dingley's world's record for 100 miles is 5:38 44 1-5.

RACES AT HUNTINGTON, L. I.

The races at Huntington on Friday afternoon last, resulted as follows: Half-mile dash, five starters, won by F. G. Brown, K. C. W., time, 1m. 30s.; W. F. Murphy, second. One-mile novice, five starters, won by F. W. Lincoln, Mercury Wheel Club, time, 3m. 14s., the best of the day; F. Ashbury, second. Two-mile, 6.45 class, four starters, won by H. P. Mathews, Brooklyn Bi. Club, time, 7m. 2 1-2s.; H. Quartropp, Q. C. W., second. One-mile open, three starters, won by F. G. Brown, K. C. W., time, 4m. 3 1-2s.; Mathews, second. Huntington Bi. Club championship, one-mile, three starters, won by S. C. Ebbetts, time, 3m. 21 1-2s.; Scudder, second. Three-mile handicap, with F. W. Lincoln at scratch, won by H. P. Mathews, time, 12m. 11s.; F. W. Murphy, second. The team relay race was omitted from lack of entries. The consolation race, one-mile, was won by S. C. Ebbetts, H. B. C., time, 3m. 37 1-2s.; J. Magee, Q. C. W., second.

Judges, T. C. Irwin, Q. B. Street; Scorers, C. P. Rogers, E. Gruman; Timers, J. D. R. Cogswell, L. W. Smith.

The prizes were mostly useful articles of use in wheeling. The races were followed by several interesting horse trots, and a ball game between the Cuban Giants and the local "Suffolks," the latter winning by a score of 5 to 3. My curiosity is somewhat excited on the question as to why Sam Ebbetts was allowed to run in the consolation race after winning the club championship, and as to why Mr. Lincoln, of the M. W. C., was made to ride from scratch in the handicap. Mr. Lincoln never rode in a race previous to the novice race at this meeting, and to put him scratch against such men as Mathews, strikes me as a little unjust, especially as he had ridden out from Flushing, thirty miles, that morning.

WING-FOOT.

THE WISCONSIN DIVISION MEET.

We are indebted to the Milwaukee, Wis., News, for the following excerpts.

"The annual meet of the Wisconsin Division of the League of American Wheelmen, held at Racine, July 28, was a grand success. The parade started at 2 o'clock with astonishing promptness. Sixty wheels were in line, making a very pretty appearance. The Milwaukee Wheelmen made a good appearance in their blue uniforms, with black stockings, it being the only club in line wearing the full club color. After parading the principal streets a run was made to Kenosha, Capt. Van Arsdale of the Racine Bicycle Club, setting the pace. At Kenosha refreshments were taken, after which the return trip was made to Racine. Arriving at Racine, there was an opportunity for the wheelmen to rest, to meet again at the festive banquet board which had been prepared by 'mine host' Lewis, of the Merchants' Hotel. After the banquet, the business meeting of the division was held, F. K. Bull, of Racine, presiding, owing to the absence of Chief Consul Bloodgood. Jay A. Hinman, of Oshkosh, was elected chief consul, and J. H. Bloedel, of Sheboygan, as secretary and treasurer for the new term. Hinman was elected with almost no opposition, and the division is to be congratulated on selecting such a worker as Mr. Hinman has shown

himself to be, and with J. H. Bloedel as the second man at the board, it is to be hoped that the division will enjoy a more rapid growth than it has heretofore. The Racine Bicycle Club showed itself to the best advantage by having all the arrangements complete and satisfactory.

A few accidents happened during the first day of the meet, none of them proving serious. In the morning, Fred Schmitz, Fred Avery, A. C. Swallow, V. J. Schonecker, Jr., and H. P. Andrae left Milwaukee at 8 o'clock, arriving at Racine at 11 o'clock. This is good time, considering that they stopped at all pumps(?) on the route.

After the return trip from Kenosha was begun a number of scorches left the main body of riders and began a regular road race, to see who would reach Racine first. Hinman was riding at a fearful pace when he slipped a pedal, taking a bad header, bruising his shoulder and cutting his head some. F. T. Andrae of the scorching party was the first to reach Racine."

AT BINGHAMTON, N. Y.

The first annual tournament of the Binghamton, N. Y., Club took place at Riverside Park, Thursday, August 2. The public showed its appreciation of the Club's enterprise by being present in goodly numbers. Mr. Ducker refereed the races.

RESULTS.

The first event was a one-half mile dash. W. W. Windle, of Lynn, Mass., got away nicely and held the lead easily to the finish. J. F. Midgely, of Worcester, Mass., was second, and E. Budd, of Elmira, third.

One mile novice race, C. J. Iven, of Rochester, was the winner in 3:00 1-4. F. Carroll, of Elmira, held the lead for two laps, but there he weakened and Iven took the piloting. A. I. Fuller, of Rome, was second.

One mile L. A. W. State championship race. For this, there were entered H. C. Hersey, W. S. Campbell and J. S. Roberts. They were all bunched until the last lap, when Campbell began to show the way and finished first amid the wildest cheering. His time was 3:16 2-5. Hersey second.

Two mile race—6.45 class. E. L. Sheffer, of Williamsport, set the pace for three laps, then one of his pedals dropped off and he was compelled to dismount. He took another wheel and pluckily began the task of overtaking the other racers. Toward the finish Sheffer had to stop. C. J. Iven, of Rochester, won in 6:21 1-4. W. E. McCune, of Boston, second.

Elsa VonBlumen and Jessie Oakes rode a half mile and Von Blumen finished ahead.

The one-half mile Junior Wheel Club was won by W. Loveland. W. Schulz made Loveland do his best.

One mile open race was one of the best on the card. There were four entries: W. S. Campbell, W. W. Windle, J. F. Midgely and C. J. Iven. Midgely had the lead three times around the course. On the fourth lap Windle began hustling and held his lead, winning in 2:52 1-4, Campbell second, Midgely third.

The Binghamton Wheel Club race was won easily by John Cutler, time 3:20; F. J. Cox second.

Von Blumen and Oakes rode the second one-half mile heat and this time Oakes was the winner.

The three-mile handicap was a rattling race, and in this Windle took another trophy. His time was 8:57 1-4, and he had plenty of reserve to spare. J. F. Midgely was second.

The safety one mile was between W. E. McCune and J. F. Midgely, who won in 2:58 3-4.

Von Blumen took the third heat in her race and the poor girl was awfully fatigued.

The one-mile team race was won as announced on the board, by "East." As they crossed the chalk line Midgely was first and Windle second.

The consolation race went to C. Conolly of Rochester, Sheffer second, time, 3:08 2-5. Taken altogether the races were good and the wheelmen are to be congratulated.

"WILLIAM FENTON and Fred Gibson of the Ramblers were at the Point of Pines, Mass., last Sunday, and left their wheels chained in the usual manner, while they wandered about the grounds. On returning they found that some malicious scamp had unscrewed the handles and brake grip of Fenton's machine and carried them off. They had also broken the lock and chain. A more contemptible trick is seldom recorded."—*Chelsea Record*.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

R. Philip Gormully and Thomas B. Jeffery.

PERHAPS there are no gentlemen interested in the manufacture of cycles who personally are so little known to wheelmen generally, and whose names at the same time are so thoroughly familiar to every knight of the wheel, as the Messrs. Gormully & Jeffery of the manufacturing company of that name, whose portraits we take great pleasure in publishing.

We believe we have the honor of being the first cycling periodical favored with a likeness of Mr. Gormully and the following facts obtained from Mr. Oliver at an interview in Chicago:

R. Philip Gormully was born in Plymouth, England, in 1847, and is therefore the youngest of the presidents of American cycling corporations. He received a thorough English education, but at an early age developed a decided aptitude for business, and his ambition led him to seek his fortune in the United States in 1868. He was well acquainted with the then existing business methods of England, which knowledge was his only capital. As soon as possible he became a naturalized citizen, and has since become so identified with America and its ways that it would take a cute observer to discover in him other than the typical successful American. His business career from the start has been a series of successes, and when he joined hands with his old schoolmate, Mr. Jeffery, some years since, he was a comparatively wealthy man, and that, too, without ever having touched speculation in any form. In fact his strict idea of business morality and integrity are substantially evidenced by his never having figured as a defendant, excepting in the cases of the Pope Mfg. Co., when his position on every point at issue was sustained by the full and complete decisions of Judges Gresham and Blodgett. Mr. Gormully is well proportioned, of a rather dark complexion and of a quiet demeanor. He is modest to a degree that avoids personal notoriety. He has attended but few of the League meets, Chicago and St. Louis being the only ones, so it is not surprising that, outside of the trade, so little is known of him.



THOMAS B. JEFFERY.

Thomas B. Jeffery was also born in Plymouth, England, but in 1845. He came to this country early in life and has long been known to the mechanical world as a mechanical expert of no mean abilities. The following sketch, published in the *Wheelmen's Gazette*, in March, 1886, covers his cycling connection, and is well worth reprinting:

"Mr. Thomas B. Jeffery, of Chicago, is one of the pioneers of the bicycle industry in this country, and has been constantly identified with it as far back as 1878. His attention was first called to the bicycle on a visit to England during the year mentioned, and adaptability to the wants of the American public

the work, prevented the appearance of his bicycle until 1879. The announcement of their appearance on the market was met with opposition by the Pope Mfg. Co., at that time but recently organized, and armed with the Lallement patent, a royalty was demanded and paid for the machines then completed, which found a ready sale, as they were furnished with Rudge ball bearings, closed head and hollow forks, in marked contrast to the cone bearing and so-called Standard Columbia, and as a natural consequence their further manufacture was prohibited. Wishing to retain his identity with the business, Mr. Jeffery turned his attention to the manufacture of smaller machines, this being the only manufacture permitted by the corporation then controlling the sale of bicycles in the United States, and also repairing machines of other makes. It was about this time that he made the first pair of wheels for the Overman tricycle. The confinement to the smaller grade of machines was gradually made more and more unnecessary, and, as an advantageous association with Mr. R. Phillip Gormully largely augmented the finances and the business reputation of the concern, higher and higher grade machines were successfully produced. Mr. Jeffery has invented many improvements both on the parts of bicycles and the machinery used in their manufacture. He superintends the mechanical departments of the Gormully & Jeffery factories, and thousands of riders of the American Cycles will bear testimony that it is efficiently done. By the above it will be seen that Mr. Jeffery was the first maker in this country of high grade machines, the claims of others to the contrary notwithstanding"—*Wheelmen's Gazette*.

INTO THE ROSEMITE.

BY S. F. BOOTH, JR.

(Continued.)

The view from this point was one long to be remembered, and but for a very persuasive remonstrance from our digestive organs we could almost have believed we were in fairy land. It was getting on towards dinner time, so we started for the hotel, where we arrived in due course, satisfied and fully repaid for all our hard work.

We rather astonished the "colored gent" at dinner, but he got bravely over his amazement in a few days, and was more and more convinced that we were noblemen in disguise as his bronzed flippers closed round a good silver dollar.

The next day we planned for a visit to Mirror Lake, and were off early, as it must be reached before the sun rises. The lake is distant about three miles from the hotel, which latter place we left at 5:45, and were at the lake an hour later. The lake is only about one hundred yards long by fifty wide, and an average depth of about a foot or so, a mere frog pond, but the reflections are something indescribably beautiful. At the head of the lake stands Mt. Watkins, while surrounding it on all sides are huge cliffs of granite, thousands of feet high.

The effect of the reflection of the cliffs and trees is truly sublime. It cannot be painted, neither is it possible for the pen of man to adequately describe it. We were accompanied on this trip (or rather followed) by an artist of some note, and although he made a masterly "attempt," yet I could not justly call it more than an "attempt," and as I gazed at his effort, the following doggerel drifted through my brain:

"Oh peerless gem, oh Mirror Lake,
Thy charms from thee we ne'er can take.
What skillful brush or facile pen,
Though wielded by most gifted men,
Can e'en thy smallest beauty show?
Yes, man must see, if he would know."

Of course you will see at a glance that there is considerable merit in that stanza, and that I have mistaken my calling.

We saw the sun rise over Mt. Watkins, and as old "Sol's" resplendent rays shot over the summit, through a clump of pines, a sight was presented that almost caused us to leap into the lake in our ecstasy, but as that would have ruffled the water and spoiled the reflection we desisted.

On the north side of the lake there is a splendid echo. Of course we had to try it, and we yelled till we were hoarse, succeeding in getting five good echos, though they say it has repeated nine.

On our way back to the hotel for lunch I proposed

A SHORT CUT,

which Joe readily acceded to. I cut across the field, and coming to the river walked down looking for a place to cross. Finally I discovered that there was no bridge for about a mile and a half, and as the river was very rapid, running about fifteen miles an hour, it looked rather dubious about lunch. At last I found a place which looked about a foot deep, and taking off stockings and shoes, I

started across. In the middle I found it all I could do to keep on my feet, as it was very swift, and the water dashed over my head, thoroughly soaking me. Being determined not to end my career so soon, especially on an empty stomach, I got over. Then Joe started, and I enjoyed his discomfiture quite as much as he did mine. He crossed in safety in a similar condition to that I was in.

Then a new danger threatened us. We were on the right side, but in the midst of a dense undergrowth and forest. In which direction the hotel lay we knew not. After cutting our way through a little, I caught sight of Glazier Point, and knowing the hotel to be below it, we made a bee-line for it. We shortly arrived at our destination, Joe declaring that he wanted no more of my "short cuts," that the regular beaten path would satisfy him, and while I was inclined to side in with him, I kept my counsel.

After lunch, we visited the Lower Yosemite Falls, which is 487 feet high. Having selected a spot from which we could get a good view, we sat down to read a little, or rather we tried to, but we came to the conclusion that novels were too tame amid such scenes. In the evening we planned a

TRIP TO CLOUD'S REST.

distant twelve and one-half miles, from whence can be had a grand view of the valley and surrounding mountains.

We left the hotel next day with our lunch at 6.30, going by the Vernal and Nevada Falls, and thence over the mountains by a trail, which at times was extremely hard to follow. After we had gone probably ten miles, we got on the old Mono trail leading into Nevada, and were making for that State in great shape, getting within about five miles of the State line, when we met a shepherd and inquired for Cloud's Rest.

He pointed to a mountain of granite, which we forthwith began to climb. It was straight up and down, and my hob-nailed shoes came into fine play. It was one of the riskiest climbs I ever tackled, and after we gained the summit, we looked straight down a distance of over 2000 feet, enough to make one shiver. We had a powerful pair of field glasses with us, but we searched the horizon in vain for the valley. We could see snow-capped peaks all around us. We came to the conclusion that we were on the wrong summit, at the same time we found mountain climbing hungry work, so we despatched our lunch in short order. We then determined on getting on top of the highest peak in sight. I wanted to take a short cut but Joe wouldn't have it, and as I didn't like to lose him in those wilds, especially as we had heard the growlings of bruin a short time previous, I submissively stayed by him. We skirted the ridges, making for a peak which afterwards turned out to be Cloud's Rest. Near the summit we met a horseman, who assured us we were on the right trail. We got on top at last, and it fully repaid us for our long tramp, in fact this trip should never be omitted. You don't see *everything* unless you visit Cloud's Rest. It is 10,000 feet above the sea level, and when we arrived we found four feet of snow on its summit.

Here our glasses came into fine play, and we could sweep the horizon for a distance of over a hundred miles. All around us were the snow-capped Sierras, glittering in the sunlight, it being a cloudless day, while here and there, nestling in the valleys, lay numerous lakes. The view of the valley from this point is rather distant, the waterfalls looking like silver threads even through the glass. It was a sight we shall never forget, but we could not linger long as we had a weary tramp before us, and so we made a start at 1.40, and arrived at the hotel at 5.30, having tramped between twenty-eight and thirty miles. This is considered a two days' trip, as visitors generally stop over night at the head at Vernal Falls, and take horses there next day, getting to the valley in the evening. The guide told us, however, it could be done in a day, and if we were good walkers it was much preferable to riding a horse, as it was less work and we could get along faster, beside being cheaper. We took his advice and it worked admirably, as we had neither horses nor guide while in the valley.

(To be Continued.)

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.



An Illustrated Story in 6 Chapters.—Chap. 3, The Arrival (at Buffalo.)

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

A REFERENCE to our "Coming Events" will show that September will be a busy month among the racing men. We are sorry to see so many events crowded into so short space of time.

The first and second prizes of the Ohio State Division Meet and the Hill Climbing Contest were won on Columbia Light Roadsters.

The Rambler Safety, of the Gormully & Jeffery Mfg. Co. make has at last arrived in Boston and is on view at the store of J. S. Murray, 243 Columbus avenue. We propose to give the Rambler a trial on the very first opportunity.

Those who have worn Holmes' Self-Supporting Stockings will bear us out in saying that these articles are one of the most convenient inventions ever given to the public. A reference to our advertising columns, page 291, will show that Spalding & Bros. are offering an immense bargain in these stockings this week.

At the Ohio State Division Meet, held at Toledo, July 23, the total number of wheels in line were 186, 109 of which were Columbias.

The *Chicago Times* is responsible for printing the alleged fact that Mrs. T. W. Eck is suing for a divorce on the ground of cruelty and adultery. Mrs. Eck was married to the T. W. Eck about one year ago.

"The Bay State Bicycle Club of Worcester, Mass., had a hill climbing contest last evening on Walnut Street that attracted a large crowd of spectators. Several attempts were made by the members, and James Wilson, who has previously made the ascent of the hill, did it the first time quite easily."—*S.P.*

ONE of the handsomest framed show cards we have ever seen is that of the Gormully & Jeffery Mfg. Co. The drawing is excellent and the coloring beautiful.

MR. DUCKER continues his serial story this week. The beauty of Mr. Ducker's language in relating the story is that it is one that can be read by any civilized person. It is true that he does use a few words to aid the slow brained, but the pictures tell their own tales, and as each chapter appears it should be carefully scanned by our readers. By referring to our advertising columns it will be noticed that entries to the races close August 27.

If you want a bargain in the stocking line refer to page 291, and see what Spalding & Bros. are offering Holmes' Self-Supporting Stockings for.

COMING EVENTS.

August 15—Waiontha B. Club Races at Richfield Springs, N. Y.
Aug 18—Michigan Division L. A. W. Meet at Grand Rapids.
August 30—New Castle, Pa. Races.
Sept. 3—New Jersey Athletic Club Races.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 7—Bicycling World 100-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee \$1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
Sept. 7—Lockport, N. Y., Wheelmen Races.
Sept. 12, 13—Hartford Wheel Club Tournament.
Sept. 14, 15—New Jersey Division Meet, Roseville, N. J.
October 6—Orange Athletic Club at Roseville, N. J.
Oct. 23, 24—Richmond, Va., Bicycle Tournament. Address L. B. Enslow, P. O. Box 372.



LEAGUE HEADQUARTERS:
12 Pearl Street, Room 27.
ABBOT BASSETT, Secretary.

THE Massachusetts Division has just held one of the most successful meets that it has known. We do not wish to institute a comparison between this affair and those that have been held by other States, but we desire to remark that this meeting has been an important factor in convincing Massachusetts wheelmen that it is an advantage to belong to the League. The officers saw to it that League privileges should go to League members only, and those who were not of us found themselves out in the cold. Discounts were refused to non-League men and many such hastened to unite with an organization that would do so much for them. Other Divisions should take the lesson home to themselves.

WHAT a convenient expression "I told you so!" often becomes. The committee on Reorganization prepared its Constitution, submitted it to the Board of Officers, printed it in the *Bulletin* and asked for criticisms and suggestions. They received very few words of commendation or disapproval. One fraction made up of those who represented the smaller States objected to the Territorial Division scheme, and asked to be put where they were located under the old rules. The arguments presented were convincing and, although they had to abandon an important feature of their scheme, the committee yielded the point and complied with the request. Mr. Shriver also offered objections and presented them with force in the cycling press. Neither the committee nor the meeting were convinced that Mr. Shriver's ideas were good ones and they did not prevail. But Mr. Shriver has won the right to object to the Constitution as no other man has. He will object, be assured; but this gentleman is one who fights fairly and squarely and when he is defeated he does not slink into a corner and refuse to play any more. He is loyal to the League and always on deck. We admire Mr. Shriver's system of warfare though we do not always endorse his ideas. The moral of all this is that the criticisms now being made on the Constitution are untimely and of no possible advantage to the League nor to the makers thereof.

League Clubs.

The following League Clubs having qualified have been entered on the books:

202—Jamaica Cycle Club, Jamaica Plain Mass.
203—Nursery Wheelmen, Franklin, Penn.
204—No. Easton Wheel Club, No. Easton, Mass.
205—Quixote Cycle Club, Haverhill, Mass.
206—Star B. Club, Detroit, Mich.
207—Carrollton Wheel Club, Carrollton, Ill.

Pennsylvania.

I make the following appointment: Martin Rudy, League Repairer, No. 9 East King street, Lancaster, Pa.
GEORGE A. JESSUP, Chief Consul.

Delaware.

According to the directions of the L. A. W. Constitution, I held a meeting of the Delaware Division Thursday evening, August 2 at 8 o'clock. There were 25 members present. As our Sec. Treas., Mr. Charles W. Todd, has left the state and located in Washington, William F. Kurtz of this city (4th Poplar, Wilmington) was elected Sec. Treas.
After transacting the usual business the meeting adjourned.
J. E. PALMER, Sec. Treas.
C. C. Del. Div. L. A. W.

Virginia.

On recommendation of Mr. F. R. Webb, Local Consul of Stanton, I have this day appointed the hotel at Stribling Springs, Messrs. Chichester and Stewart, the L. A. W. hotel for that vicinity. Regular rates \$2 per day, to L. A. W. members \$1.50 per day. It is thirteen miles from Stanton and is reached by an excellent dirt road, and tourists thro' the valley will find it a charming ride and first class accommodations.
J. C. CARROLL, Chief Consul.

Tennessee.

Not having time to devote to the duties of the office of Secretary-Treasurer of the Tennessee Division of L. A. W., if elected, I must decline the nomination kindly made by No. 147.
I nominate Mr. B. A. Patch of this city for the office of Secretary-Treasurer of Tennessee Division of L. A. W., believing he will fill the office very creditably to himself, to the Division and L. A. W., if elected.
Very Respectfully,
L. A. W. No. 17936

Illinois Election.

Officers elected for the ensuing year are Chief Consul, W. A. Davis; Vice Consul, Charles Hunsel; Secretary, Thomas Sheridan; Representatives, Harry G. Rouse, Charles Sieg, C. F. Gross, W. H. Osman, T. C. White. Signed, W. C. Thorne, T. L. Sloan, C. E. Randall Canvassing Committee.
A. J. STREET, Sec. Treas.

District of Columbia Election.

The election of officers for the District of Columbia Division L. A. W. was held Wednesday, August 1, 1888, resulting in the election of George S. Atwater, Chief Consul, Edward A. Demaray, Vice Consul, E. T. Pettengill, Division Representative, and Edson B. Olds, Sec. Treas., George R. Ide, Club Representative of the Washington Bicycle Club.
Yours Respectfully,
EDWARD BALZLEV, Secretary-Treasurer.

To Members of Kansas Division.

In a few days blanks will be mailed to all members, a mail vote, for the purpose of changing Sect. 1, a, Art. 2 of By-Laws of Kansas Div. L. A. W., from "There shall be an annual meeting of the Division at such a time and place as the Chief Consul may determine, such meeting to be held within two months after annual meet of L. A. W. Thirty days notice to be given of said meeting."
To
There shall be an annual meeting of the Division at such a time and place as the Board of Officers may determine. Thirty days notice to be given of said meet. Which please sign and return by August 13, 1888, else they will not be considered. By order of Chief Consul,
OTTO H. WULFEKULHER, Sec. Treas., Kans. Div.

Kansas Division.

In accordance with Constitution of L. A. W. our Division is entitled to a Chief Consul, Vice Consul, Secretary-Treasurer and one Representative, same to be elected between July 15th and August 15th, therefore blanks will be mailed with the above for a mail vote. All blanks must be properly signed and returned to undersigned on or before August 13th.
OTTO H. WULFEKULHER, Sec. Treas., Kans. Div., L. A. W.

Minneapolis, Minn.

In behalf of many active wheelmen, I would respectfully nominate the following names to represent the officers set opposite their names for the League year commencing August 16th: T. M. Slosson, Minneapolis, Chief Consul; C. A. Roach, St. Paul, Vice Consul; A. D. Laird, Winona, Secretary-Treasurer; A. M. Welles, Redwood Falls, Representative. Trusting enough interest will be taken in the proposed ticket to poll at least a complimentary vote.
I am fraternally,
L. B. GRAVES, L. A. W. No. 1614.

Ohio Nominations.

The Committee on Nominations have reported the following names of candidates for the offices of Chief Consul, Vice Consul, Secretary-Treasurer and Representatives for the Ohio Division for the year beginning Sept. 1, 1888, viz.: Chief Consul, T. J. Kirkpatrick, Springfield; Vice Consul, Frederick Boice, Toledo; Secretary-Treasurer, Joseph W. Spahr, Springfield; Representatives, A. E. Mergenthaler, Fostoria; Marcus Moses, Gallipolis; Dr. C. H. Griffin, Ravenna; E. R. Eastman, Ottawa; W. P. Harmony, Sidney; H. B. Hane, Marion; E. A. High, Cincinnati.
I congratulate the Division upon the fact that Mr. Kirkpatrick has been induced, in view of the important questions pending, to accept the nomination for Chief Consul.
Volting blanks will be issued from this office to every member entitled to vote in this election, i. e. all who were fully qualified members on the first day of July, 1888, and I trust due attention will be given to this important election.
JAMES R. DUNN, Chief Consul.
Massillon, O., August 1 1888.

Annual Meeting of the Connecticut Division.

The annual meeting of this Division was called to order in the parlors of the New Haven Bicycle Club at 9 o'clock on the evening of July 26, Chief Consul Tracy in the chair.
Records of the last annual meeting were read, accepted, and ordered on file.
Report of Chief Consul, a worthy document, reviewing the progress of the L. A. W., and calling strict attention to matters more particularly concerning the Division, was read, accepted, and ordered on file.
Secretary-Treasurer's report, showing balance of \$210.10 on hand, was read, accepted and ordered on file.
Representative Ward moved several amendments to the rules governing the Division.
Upon motion of Mr. Post they were considered separately.
Each being separately adopted, President Frisbie of the New Haven Club moved their adoption as a whole, and the motion prevailed.
Under miscellaneous business Mr. Frisbie moved the following nominations for the coming election: For Chief Consul, C. E. Larom, New Haven; Vice Consul, C. L. Brockway, Middletown, Conn.; Secretary-Treasurer, E. A. DeBois, Hartford; Representatives, D. J. Post, Hartford; W. H. Squire, Meriden; W. T. Williams, Yantic; Chas. D. Knox, Lime Rock.
Upon motion of Mr. Ward the Chief Consul and Secretary-Treasurer were ordered to publish in pamphlet form by January 1 next a list of the rules adopted at this meeting, together with a list of the Division of officers, League hotels, &c., and that a copy be mailed each member by the Secretary-Treasurer.
The Road Book account showed that while books had been furnished Division members at less than cost a profit of \$49.43 was already assured.
Upon motion of Mr. Frisbie Mr. Huntington was presented with 20 copies of the Road Book as a slight recognition of his services in compiling it.
The thanks of the Division were tendered the retiring Chief Consul and Secretary-Treasurer; also the New Haven Bicycle Club for the use of its parlors.
Adjourned.

It is to be regretted that so few were present. The meeting was of vast importance, as all who have perused the last few *Bulletins* should have known. Then again, with so few out of town members the New Haven boys were barely accorded an opportunity to do justice to their well established reputation for entertaining.
An excellent spread together with songs, banjo playing, speech making and a well worded address and recitation by ex-Secretary-Treasurer Wm. H. Thomas were among the many good features of the entertainment.
DAVID J. POST, Sec. Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment

of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member.

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 151—Total 115—10,959.

BOSTON, Aug. 10, 1888.

CALIFORNIA DIVISION—2—375.

Unattached.

20173 Wetmore, Geo. P., 607 Fell st., San Francisco
20103 Bowman, Reginald H., Santa Cruz

CONNECTICUT DIVISION—2—437.

Middletown Wheel Club.

20164 Robinson, C. S., Middletown
20165 Smith, L. S., "

DELAWARE DIVISION—1—44.

Unattached.

20125 Kinkad, Chas. J., 605 King st., Wilmington

DISTRICT OF COLUMBIA DIVISION—2—120.

Capital Bi. Club.

20132 Loomis, J. T., 1424 F street, Washington
Unattached.

20126 Mills, G. A. H., 735 9th st., N.W., "

FLORIDA—1—16.

Unattached.

20119 Dodge, F. L., Kissimmee

ILLINOIS DIVISION—7—673.

Illinois Cycling Club.

20174 Arnold, F. F., Chicago
20175 Allen, J. K., 44 Lakeside Building, Princeton Bi. Cranks.

20177 Clark, Geo. B., Princeton
20176 Johnson, Wm. B., "

20178 Smith, J. Clyde, Unattached.

20145 King, Edw. A., 1448 Montana st., Chicago
20144 Hatch, Ozias M. Jr., 1005 N. 7th st., Springfield

INDIANA DIVISION—1—191.

Unattached.

20105 Arnold, Harry A., 13 Butler st., Fort Wayne

IOWA DIVISION—4—156.

Osage Wheeling Club.

20106 Chassell, E. D., Osage
20108 Lohr, F. W., "
20107 Lohr, Frank S., "
20109 Pelton, S. R., "

LOUISIANA DIVISION—2—45.

La. Cycling Club.

20179 Christy, Harold, 304 8th st., New Orleans
20180 Jay, J. W., 357 Laurel st., "

MAINE DIVISION—3—123.

Kennebec Ramblers.

20146 Marston, C. E., Waterville
Unattached.

20147 Crockett, G. Wallace, 137 Pine st., Lewiston
20145 Dingley, Albert G., 75 Horton st., "

MARYLAND DIVISION—1—428.

Chesapeake C. C.

20133 Reeves, J. Edgar, 519 N. Stricker st., Baltimore

MASSACHUSETTS DIVISION—10—1173.

Wakefield Bi. Club.

20211 Rogers, Nat. S., Greenwood
20212 Crocker, F. W., Box 779, Wakefield
Unattached.

20209 Hazard, Geo. D., 83 Equitable Bldg., Boston
20110 Erhart, Louis, Box 397, Greenfield
20210 Gilmore, Charles A., Wrentham
20213 Clark, Lawrence M., Newton
20214 Baylor, Wadsworth, 355 County st., New Bedford

20215 Roberts, John W., Bancroft House, New Bedford

20216 Spooner, Chas. F., 42 Parker st., Newtonville

20217 Briggs, C. C. Jr., "

MICHIGAN DIVISION—6—327.

Unattached.

20134 Calkins, E. E., Ann Arbor

20130 Watson, D. L. Jr., 557 Jeff. ave., Detroit

20136 Allen, Chas. D., Hudson

20137 Cobb, Carroll C., "

20135 Tabor, Frank J., "

20149 Walker, T. W., 1412 Main st., Jackson

MINNESOTA DIVISION—2—106.

Unattached.

20138 Grait, Henry M., Owatonna

20139 Austin, C. J., "

MISSOURI DIVISION—1—323.

Unattached.

20106 Lewis, W. M., Miami

NEW HAMPSHIRE DIVISION—1—100.

Unattached.

20182 Rogers, John B., So. Newmarket

NEW JERSEY DIVISION—12—693.

Dennisville Bi. Club.

20183 Wright, Robert C., Dennisville

Freehold Cyclers.

20111 Bowne, Harry A., Freehold

20112 De Roche, John A., "

20113 Thompson, Wm. A., "

20114 Zimmerman, Arthur A., "

Hudson Co. Wheelmen.

20141 Westervelt, Dr. J. C., 6 Park st., Jersey City

20184 Benthie, W. H., Little Falls

Unattached.

20140 Burk, Wm. H., Clarksborough

20107 Deuts, H. E., Flemington

20130 Oppenheim, S. D., West End, Long Branch

20155 Smith, W. R., Bayonne

20218 Kelley, Wm. S., Smithville

NEW YORK DIVISION—30—2293.

Chenango Co. C. C.

20199 Burrous, B. L., Norwich

Citizens' Bi. Club.

20181 Johnson, E. T., New York City

Fort Edward Wheelmen.

20128 Spicer, Walter C., Fort Edward

Manhattan Bi. Club.

20196 Davidson, John A., 346 West 45th st., New York City

20197 Pearsall, Ed. M., 357 W. 46 st., "

20198 Pelin, V. F., 1548 Broadway, "

New Haven Bi. Club.

20142 Frisbie, Mrs. W. M., 2285 7th ave., "

Newburg Wheelmen.

20153 Lowe, Chas. H., 147 Chambers st., Newburgh

20154 Oakley, Robt. D., 26 DuBoise st., "

New York Bi. Club.

20185 Bogart, E. E., 22 Union sq., New York City

20186 Chapman, D. B. R., 15 Trinity Bldg., "

20187 Cleveland, H. E., 203 Broadway, "

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... P. O. Address, ...

City and State, ...

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August, or September, enclose \$1.50; in October, November or December, enclose \$1.25.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The Tenor of Testimonials of

NEW MAIL

And coming to us every day. No question about this Wheel's standing in the estimation of riders.

The Wheel of Wheels!!

The demand keeping up all the time.

TESTIMONIALS:

NEW YORK.

MESSRS. WM. READ & SONS:

Dear Sirs—I must give you the praise that is due the New Mail.

I have been a rider for the last 12 years, and have been on almost every wheel in the market, but have at last struck my favorite of all, the New Mail, one of which is now in my possession. It is without exception, the truest, easiest and lightest running machine I was ever on. I was first struck with its handsome appearance, and when I tried it I immediately disposed of my old one and purchased this one I now have. I can recommend this wheel above all others, and you are at liberty to use this.

Yours truly,

G. F. PERRIN.

MANUFACTURERS:

WM. READ & SONS, - - 107 Washington Street, BOSTON.

All our orders call for the Ball Head!

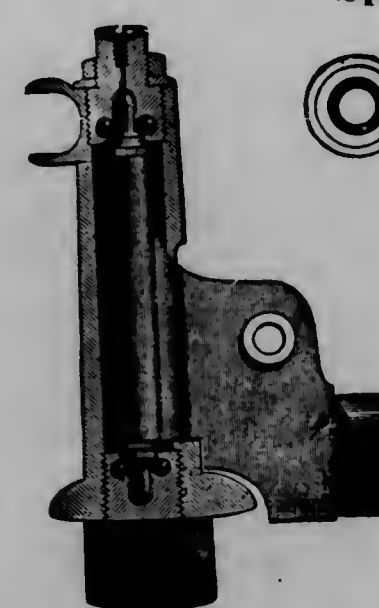
Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.

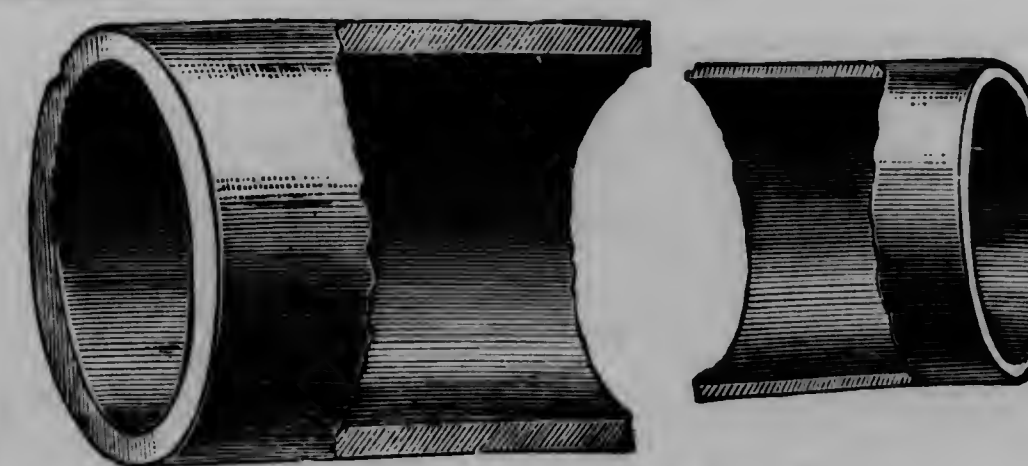


The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of Warwick's New Perfection Backbone, giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.
WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

Not a Broken Backbone Last Year!

NEW THIS SEASON.

All the Best Features.

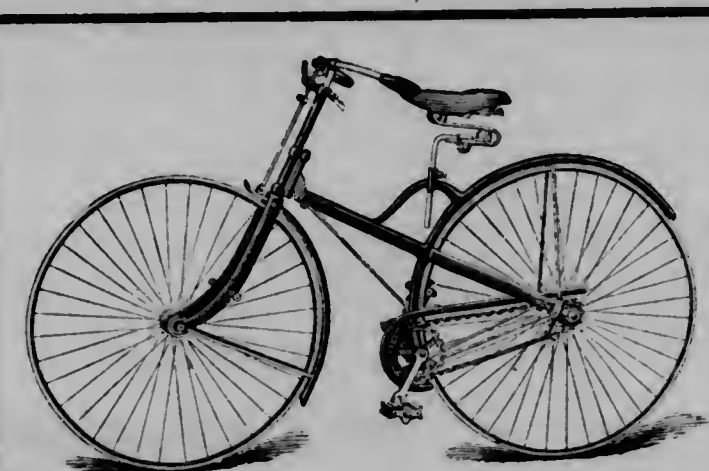
Many Original Improvements.

VELOCE

Most Rigid Steering.

Best Hill Climber.

Detachable Chain.



Kirkpatrick Saddle that can be tilted forward or back at will.

A frame that will not twist out of line.

COLUMBIA.

The Confident Claim of General Superiority.

The Highest Practical Excellence Over All.

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED THE 1878 BICYCLING WORLD & BULLETIN. DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 17 AUGUST, 1888.

Volume XVII.
Number 16.



Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.



SPECIAL.

All Advertisements in this Department 20 cents a line.

FOR SALE—One Lady's Columbia Two-Track Tricycle; one 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address **PALLISTER BROS.**, Ottumwa, Iowa.

GREAT BARGAINS—Rudge Crescent Tandem, new last year; in excellent condition; \$140 cash. Columbia Tandem, new last fall; in excellent condition; \$175. Bicycles from \$25 to \$100. Send for list. The above Tandems to be sold before Sept. 1st. **WHITTEN & CO.**, Providence, R. I.

FOR SALE—New Columbia Light Roadster Tricycle, \$130. New 55-inch Columbia Light Roadster Bicycle, \$100. **T. B. RAYL & CO.**, 112 and 114 Woodward ave., Detroit, Mich.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the **CINCINNATI BICYCLE CO.**, A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address **MANHATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.



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Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

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BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. **W. M. FRISBIE COMPANY**, 16 Crown St., New Haven, Conn.

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CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cyclodom," and the current number, have made a future in the wheel world. We have a few copies left. 40 cents. For sale by **Bicycling World Co.**, 12 Pearl St., Boston.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Disccovered the manner of their setting out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

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REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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L. A. W. BADGES,

For Gold Pins of the Official

Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges**, \$5.10 to \$5.50 for the larger pins, and \$1.00 to \$3.00 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

Jersey-Fitting Supporter.



17 Kingston St., Boston, Mass.
Please mention this paper.

This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. *Let every sportsman try them.* Price, \$1.00.—Will send by mail on receipt of price. Send size of Waist and Hip. Send for illustrated Catalogue and Price List.

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SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP**, Dayton, Ohio for largest List of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN,
Philadelphia.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ~~25~~ Cash must accompany the order.

\$150 BUYS a first-class Quadrant Tandem; ridden part of one season only. Complete with lanterns, cyclometer, and all necessary tools. Address **A. B., P. O. Box 5100, Boston.**

HERE! BARGAIN—52-inch Victor Bicycle; nickel finish; A1 condition. Price \$75. **H. B., Lock Box 50, Wappingers Falls, N. Y.**

SPARKBROOK CRIPPER; perfect condition; low price. **A. G. POWELL**, 1219 Callowhill st., Philadelphia.

50-INCH American Champion, '87 pattern; spade handles; run one season; in perfect order, with new rear tire, backbone and front forks, for \$65.00. Address **FRANK M. DAMPMAN**, Honey Brook, Pa.

RACER FOR SALE—Columbia 58-inch Rat Trap pedals; condition first-class. Best offer over \$25.00 takes it. Address **W. F. SHERWOOD**, Binghams, N. Y.

FOR SALE—A 52-inch Expert Columbia Bicycle, in good condition, cheap for cash. **F. H. ROBERTS**, Collinsville, Ill.

FOR SALE—Springfield Roadster; good as new; only ridden a few miles; '88 pattern; ball bearings; good reasons for selling. \$35 cash, not including express. Address **GEO. D. HAZARD**, 83 Equitable Building, Boston, Mass.

FOR SALE—24-inch Columbia Expert; full nickel; balls all around; '88 pattern; run about 100 miles; warranted perfect. \$115 at once takes it. Address **O. G. WYNKOOP**, Jefferson, Iowa.

FOR SALE—A Marlboro' Club Tricycle, in perfect order; will sell cheap. **M. C. H., care 83 Equitable Building, Boston, Mass.**

FOR SALE—One New Rapid Safety Bicycle, entirely new. **E. C. RICE**, Port Deposit, Md.

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FOR SALE OR TRADE—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, **PALLISTER BROS.**, Ottumwa, Iowa.

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Entries Close,
AUGUST 27th.
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Complete Electric Bell Outfit.
ONLY \$5.00.

I am selling the best outfit in the market. One improved nickel plated Bell, one cell Leclanch Battery, 75 feet best office wire, push button, staples, and complete instructions for putting in operation. Packed in neat box, with sliding cover. Sent on receipt of price.

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YOU CAN BUY A RUDGE RACER

We have on hand a few New Rudge Racers, which we will sell for **\$40.**

We have also a few Second-Hand Rudge Racers, in first-class condition, that we will sell for \$25. First come first served.

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STODDARD, LOVERING & CO.,

148 Congress Street, BOSTON,

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

15 cents per copy; 7 copies for \$1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

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For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

Are you going to Buffalo? If so you will want a pack of these cards.

Attention.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

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BOSTON, - - - MASS.

TO THE FRONT AGAIN. Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Klotz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.



All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

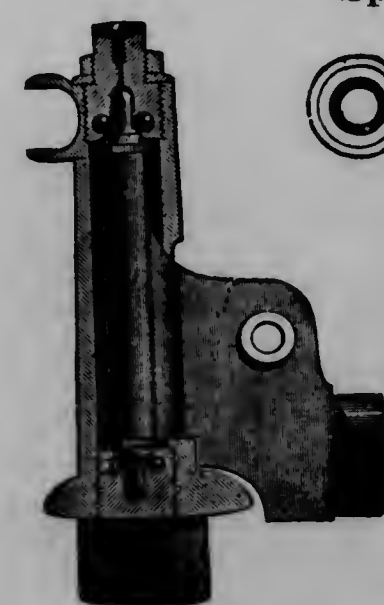
Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

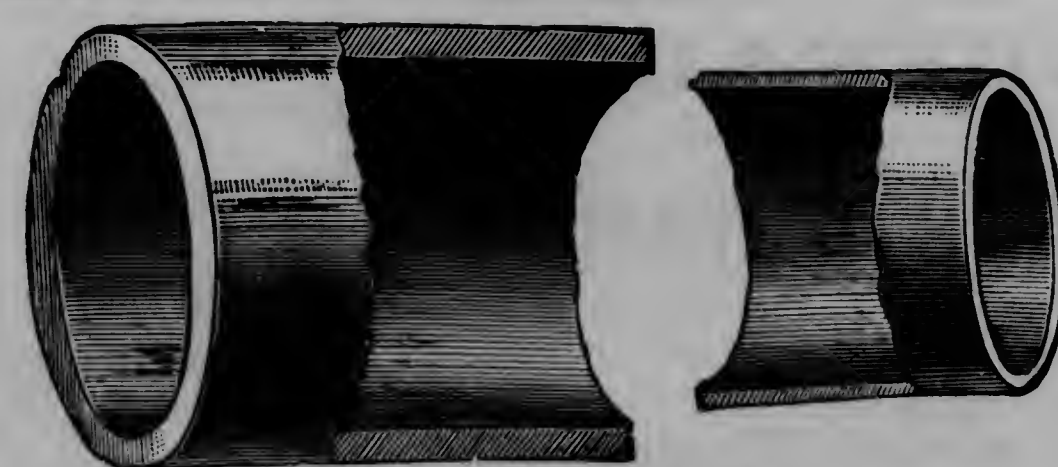
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!

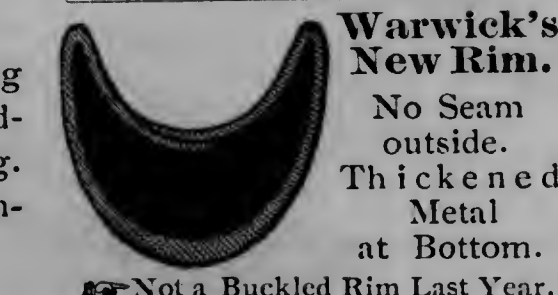


Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue. Send for it before selecting your mount, it don't cost anything to read it.

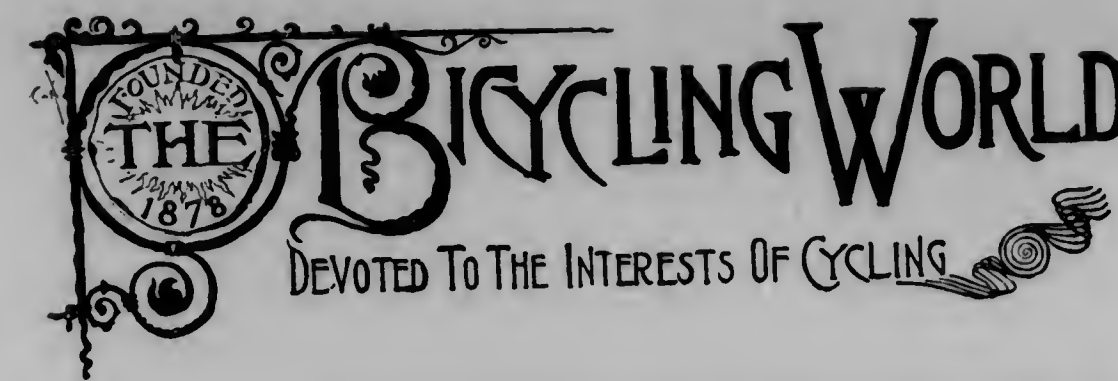
MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.

Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

Not a Broken Backbone Last Year!



Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*, as heretofore.

TO ADVERTISERS: The circulation of the *BICYCLING WORLD* AND *L. A. W. BULLETIN* is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 17 AUGUST, 1888.

AUGUST is usually a bad time for us and a good time for our correspondents. It never rains but it pours, and half a dozen notes and postals have been received stating in more or less elaborate language that "I have gone to the country for a two weeks' vacation; no letter this week." These gay youths never think of the misery entailed on the editor by the failure of copy to appear.

THE American team of professionals, under the leadership of "Senator" Morgan, will have arrived in this country before our next issue goes to press. The record of this team while abroad has been one of credit to the members thereof, and we trust one of profit to them also. Ralph Temple, the present star of the team, was a year ago a comparatively unknown man. He had excelled as a trick rider, and it was the original intention of himself and his manager to devote his efforts principally to this special branch of cycling. Shortly after his arrival in England he developed such undoubted ability to travel fast that it was decided to give him more room on the racing path than was originally intended. The wisdom of this decision has been demonstrated, and the success of Temple has been phenomenal, he having won about ninety-five firsts, a percentage of over ninety per cent. of races started in, and the brilliant

manner in which he has wound up his campaign by beating Howell four times within two weeks, is a record we are all proud of as Americans. We have particulars elsewhere of his winning the quarter and half mile match races with F. Wood, the Leicester crack.

In thus speaking so highly of Temple we should not ignore the fine work done by Woodside on the path. His successes have not been so remarkable as those of his younger confrere, but Woodside has done some excellent work, and he has made his mark as a thorough sportsman. The material Manager Morgan has had to work with has been of excellent quality, and we know that Temple and Woodside appreciate as well as ourselves that "the Senator" is largely to be credited with the success of the team from a professional as well as a financial standpoint. It is a pleasant and gratifying fact that nothing but kind and complimentary words have been spoken in the cycling press of Great Britain as to the methods of Morgan and his "merry men." Regrets are expressed on every hand in England that the "team" has left her shores.

As to the personnel of the European contingent that Morgan will bring with him, we can only say that it was his intention to bring Howell, Robb and Dubois and two or three other well known professionals.

LATER.

Since writing the above we have received the *Cyclist*, giving an interview with Temple. It reports him as saying that the team would sail on the 22d. As Morgan promised to cable us on the day of sailing, and as the cable has not come to hand the above date (the 22d) may be the correct one.

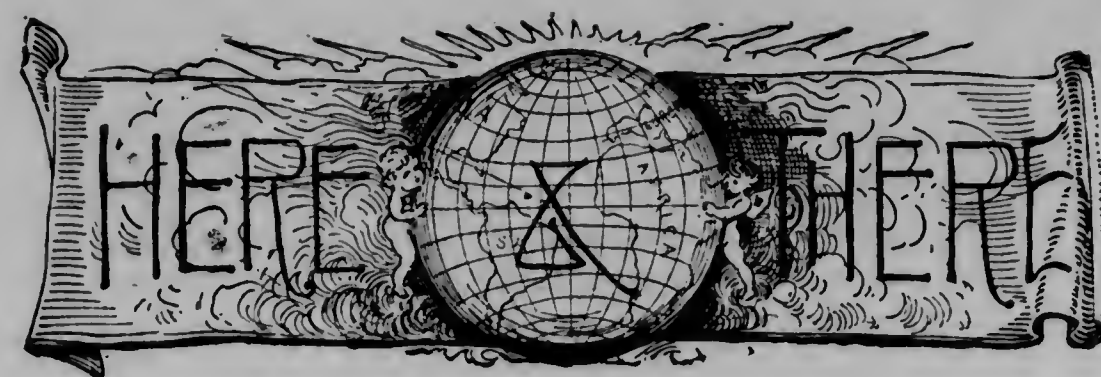
THE FINISH OF THE 100-MILE ROAD RACE.

THE *Union's* kick on having six miles of the *BICYCLING WORLD'S* 100-mile road race from Erie to Buffalo, September 8 run on the cycle track has brought out an explanation from Manager Henry E. Ducker. After stating that The *Union* had misunderstood the matter, he adds: "In the first place there will not be any of the race run on the cycle track, but whatever is necessary to complete the 100 miles will be run on the trotting track and at the most will not exceed 2 1-2 miles. That is about what is due when they get here but we propose to go around a hill at Eighteen Mile creek and that will take up part of it. As it is, there is about six miles to run in the park, but that is not all on the fair grounds, as, in order to get into the city, we are obliged to use four miles of the parkway that is in the city park and cannot be avoided. I did not go into the fine details as I did not think any one would pick it up. As I knew it would be all right when we run the race, I did not fear any criticism. I know The *Union* likes to have things right, and therefore I have written you thus fully."

Notwithstanding Mr. Ducker's explanation, there is still objection to having any portion whatever of the race run on any track, be it trotting track even. A road race is a road race and should be run as such. There is no objection to having the race finished on the fair grounds, but even a half mile of track racing, in the opinion of The *Union*, would prevent it being strictly a road race.—*Springfield Union*.

If the time made is a matter of seconds over the best, then we can see that the objections of the *Union* might be valid, but the fact that a half mile of track racing at the finish of 100 miles on the road should invalidate the claim that the race was a road race, seems to us very much like straining at a gnat. Certainly, the fact that the finish was to be made on the trotting track would be one of the most interesting features of the tournament, and it could be witnessed comfortably by thousands. A trotting track unraveled, is not of the easiest riding, and, unless our information is faulty, we believe that there are miles of road between Erie and Buffalo of much better surface than that of a trotting track.

A BROOKLYN paper thus describes the fast road rider, Mr. W. T. Murphy, of the K. C. W.: "He is twenty-one years of age, and weighs about 140 pounds. He is good looking, intelligent and good natured, and is trying to raise a mustache." The last seven words of the above item will arouse the sympathy of every male rider whose hirsute embellishment of the upper lip is coy and not anxious to thrive as luxuriantly as the owner of the lip would wish. We have a fellow feeling for Mr. Murphy, as we have "been there" in years ago.



NOTES BY

THE "CAVILER."

I do not know, Mr. Editor, what cognomen you are going to fasten on to me, but when you send me out into the wide, wide world of Boston City with a commission at large to find fault with and criticize men and matters I felt my gorge rise and my stock of milk of human kindness dry up. I never wrote a line for a newspaper before, and the methods of the item hunter are as a hidden mystery. I, however, had taken the contract, and so on Saturday last and on Sunday I girded my loins and pitched in. I was in the proper frame of mind to find fault and criticize. Strange as it may seem, I found myself in the position of defending and arguing against criticism. A certain individual took a very strong and positive position to the effect that the effete East and Boston as its centre was fast falling into the tail end of the cycling procession, and that now its clubs and its racing men all had to take a back seat. Now if "London W." had been your representative he would have turned up his nose because my friend wore black tights, but as I am also a wearer of the dreadful things I did not turn away (in fact I am dead against your good old "London W." in this matter as to the horrors of black tights, they are comfortable and in their place they are all correct). Well, our friend gave it warm to Boston wheelmen, and he "wept hot, salt tears of woe." "Bosh," said I, Boston's all right, and the sport is on a sound footing. True it is that large clubs of purely cycling element have seen their most prosperous days, the members have not faded away and blown into thin air, they are still to be seen as individuals skimming over the roads as of yore. Club runs do not seem to take, and though such men as Kendall and Perkins make strenuous efforts to get the club members out in force the effort seems to be futile, they prefer to go it alone or in twos or threes. As for racing men, well, we have a few left in New England. Can any one say that while such men as Roop and Carmen are riding, that this particular locality is not well represented on the road? Just you tackle these men, Mr. Editor, and see if I am not solid in my opinion. I can point to some men in the Jamaica Bt. Club and the Dorchester Club that on the road can make the best in the land hustle. Out on these chaps who are forever crying woe! they need medicine, a dose of anti-bilious pills.

HAYES does not like to talk about the quality of fishing he found off Cape Poge a week ago. He seems really sensitive on the subject, and so after being stiffened out by a cold, stony stare, I went about on another tack, but the usually genial V. P. failed to materialize his thoughts into matter for an item.

You told me, Mr. Editor, that it was quantity you wanted and not quality in these articles. I'm so glad, as I like to write for space. In the meantime I will adjust my lorgnettes, to see what I can see for my next effusion. [Our friend is incorrect, it was *quality* we asked for, and alas, see what he gives us!—Ed.]

YE gods and little fishes you ought to see Charley Howard. He comes back from the Azores "bearded like a pard." Howard is not cut out for a sailor, as he informed me that his diary was one steady record of seasickness. "Every day," said Charles. "Come in and see me again soon, and I will give you my impression of the Azores from a cyclist's standpoint."

IRAN across Dr. Emery the other day as he was flying down Milk street. I stopped the Doctor and asked for an item. He at once became emphatic in his language. I failed to get at the "item," but I judge from the remarks dropped that a certain editor in New York was to be laid out in great shape. The train is fired and the explosion may take place at any time. It had something to do with "the Constitution," whether of the U. S. or the L. A. W. deponent knoweth not.

I SAW two members of the Eastern Road Club the other day, and I asked them where the corpse of the Eastern Road Race Association had been buried. They said the association was to have a meeting on the following Monday [last Monday.—Ed.]. I said I would like to be present to drop a tear at the obsequies, and somehow or other the joke did not seem to take well. What was the

matter do you suppose? [The club is alive and make no mistake, see report of meeting.—Ed.]

SAN FRANCISCO.

"SPARROW."

MATTERS in California cycling circles are rather dull at the present time. Nothing of importance is on the bills, if the Consular election is excepted. Messrs. Mohrig and Houseworth, the latter Captain of the San Francisco Bicycle Club, are the candidates. Polls close on the 15th.

NIGHTBLUE, long-distance champion of Australia, arrived in this city Saturday. He intends to try to break the American records for 100 miles and over.

H. H. EGBERT rode from Sanceleto to Bolevas Saturday. The distance is twenty-two miles, and the road lies among the mountains. He made the run in four hours.

THE Outings united with the San Franciscos Sunday on a club run to Haywards. The riders were divided into two squads, scorers and non-scorers. A very sociable day was had, dinner being taken at Haywards.

R. M. WELCH, the retiring Chief Consul, has, during his incumbency, made himself one of the most unpopular cyclists in California. His lack of discretion displayed in so many instances, is the chief reason. One case in point of this was his proposing three groans, during a League run, for Secretary-Editor Bassett, because the latter inadvertently happened to make a decision at which Mr. Welch chose to be offended, and endeavored to get even by such small means. The groans, however, were not heartily given, only a few very young riders joining in them.

MINNEAPOLIS NOTES.

"VERNON."

THE following division ticket was endorsed and declared all right at the last meeting of the Minneapolis Bicycle Club: Chief Consul, Mr. T. M. Slosson; Vice Consul, Mr. Chas. Roach; Secretary-Treasurer, Mr. A. D. Laird; for Representative, Mr. A. M. Wells.

H. P. LEACHMAN leaves for Chicago Sunday night.

ELMER AMERICUS SAVAGE drives a "white" horse now instead of his tricycle.

GEO. BARTLETT has already done some hard work on his tricycle and is getting in good form.

A. J. BLETHEN JR., has returned from Chicago. He speaks very highly of the way the Chicago men treated him while he was there.

W. MONASH was out riding with the boys for the first time in several weeks at the last club run. He has just recovered from a severe sickness.

HARRY LACKOR, Harry and John Prichett left here Thursday for Alexandria, on their wheels. When last heard from they were at St. Cloud, waiting for the St. "Clouds to roll by." (No diagram with this.)

It is expected a good deal of sport will be gotten out of the team race to be held the 25th. It has been agreed upon that E. J. Hale and Collie Bell, the two fastest riders, choose up sides in the same way we boys used to in selecting sides and playing a "scrub" game of base ball. This race will be three miles, for points, the defeated side pays for supper. The men are to be picked from the M. B. C. only.

In all probabilities, a twenty-five-mile road race will be run after we have our tournament. Nothing is known positive about it, but it is one of the things of the future. The bicycle dealers here are to be thanked for the way they are helping us out. There is one firm that refused to extend any aid. It is the same firm that fired one of the boys out for looking at their machines. Such a concern as this we could just as well get along without.

NEW ENGLAND.

"THE JOTTIST."

THE cognomen of goat, as applied to the rear-driving safeties, seems to have fired the imagination of a certain Rhode Island youth to such an extent, that the conceived idea of teaching a goat to furnish the motive power. Our information states that the quadruped is a great hill climber, but that he is no great shakes on speed.

THE Danbury, Bridgeport, Stamford, Norwalk and Waterbury cyclists will have a joint parade on Labor Day at Danbury, Conn.

THE Fitchburg Railroad make a strong bid for the New England wheelmen's patronage to Buffalo and return. We call attention to their advertisement on page 323.

RAIN, rain is what has destroyed the Sunday riding of the New England cyclist for the past two weeks. We hope the West has been more favorably treated by Old Prob.

A SPECIAL despatch to the Boston Herald states that the value of cycles owned in Rhode Island is over \$1,000,000. We doubt the accuracy of that statement, as those figures would represent over 7000 machines.

P. H. COLLINS, an expressman of Providence, R. I., has been arrested for running down Mr. W. M. Leavitt. It was a deliberate act, and the wheelmen of Providence propose to make an example of Mr. Collins.

A SCRATCH quarter-mile road race between a well-known Attleboro' cyclist and a "2.45 nag" driven by its owner resulted in a victory for the wheelman, much to the astonishment of the owner of the quadruped.

A "REPUBLICAN Cycle Corps" has been formed in Worcester, Mass. There are forty members in the organization. As their name implies they will parade during the campaign in the interests of "Harrison and Protection."

A STRONG and very proper protest is made by a New Britain citizen against the custom of many of the cyclists of that town, using the sidewalks. This same writer states his determination to make "an example" of the first cyclist he catches on the sidewalk.

NOTICE in another column that the Rhode Island Division are to have a race meet Sept. 25. Rowe said of the meet of the Rhode Island Division L. A. W. last year that it was the best managed of any he had attended. They intend this year to make it even better than it was then.

MR. GEORGE DARLING, of Waterville, Me., while riding his bicycle, was run down by a reckless driver of a horse attached to a buggy. Mr. Darling received a severe gash upon his throat, and bruises upon his legs, though fortunately no bones were broken. The brute in the buggy then made haste to escape, which achievement we are sorry to say he accomplished successfully.

A MERIDEN, Conn., exchange says: "Frank S. Ives denies the published statement that he has turned professional in the bicycle ranks. He has never raced for money, and has no intention of so doing, although he might as well as still belong to the promateur class." Our informant was positive that Ives intended racing in the professional events this season. If our informant is not correct we shall be pleased to publish Ives' denial over his signature.

WE received a mysterious bottle the other day from a friend, with instructions to "try it." Now, when we receive a bottle, with a tight-fitting cork, well wired down, and a general "champagne" look, and we then cannot find a cork screw, we feel that the apex of tantalization has been reached. However, with the aid of our editorial shears, manipulated by our "assistant," the cork was extracted, our parched throat irrigated, and serenity reigned once more in our editorial being. We have only one fault to find, and that is, we would like to have a *case* instead of a bottle, but as modesty is one of our amiable weaknesses, we do hope that this item will not reach the generous donors' eye, and that the case will not be forthcoming. We should be very angry if it did appear.

NEWS

AND COMMENT.

WE had a call from Mr. Percy Harris last week. We were rather surprised to have Mr. Harris deliver himself of the belief that the rear-driving safety was a mere passing fad. We cannot agree with Mr. Harris. Although the machine will never supplant the ordinary it will steadily grow in popularity.

ENTRIES are already being received for our 100-mile road race.

WE print elsewhere the corrected programme of the Buffalo Tournament.

WE would respectfully remind "Tangent" and others that anonymous letters are consigned to the w. b.

OUR exchanges are full of assurances that their particular locality will "be well represented at the Buffalo Tournament."

THE burden of the song from most of our correspondents this week is "I have gone to the country, no letter this week."

JOHN HARRIOT has the contract for the medals for our road race. They will be in Mr. Ducker's hands on the 1st or 2d of September.

MESSRS. W. R. BURRIS and C. S. Bidwell, of Columbus, Ohio, have just returned from a most delightful two week's trip through Northern Ohio, Michigan, Canada and New York.

C. H. LAMSON, of Portland, Me., has just returned from a trip to California. It was a tour principally of pleasure, and he takes hold of the grind of business once more with renewed vigor.

THE Dart is rapidly growing in favor with lady riders. There are two young ladies stopping at the Pemberton, Hull, Mass., who are certainly most graceful exponents of the possibilities of this new wheel.

IN answer to several enquiries, we would say that the change of date of our road race to September 8 will in no way interfere with the track races of that date. If any sort of time is made, the finish should be made before 2 P. M. on that day.

LOUISE ARMAINDO emerges from the retirement of matrimonial life, and once more pines for the excitement of the racing path. She wants to race "any man in the world 142 hours, straightaway." She thinks she can do 1400, in a straightaway 6 days' race.

WE were somewhat puzzled to read in a Memphis paper, that the "Wheel" put in a full opposition ticket to the Democratic nominations. We wondered if the League was going into national politics, but we finally discovered that the "Wheel" were not a body of cyclists, but an organization of grangers.

MR. PERRY WEAVER, of Louisville, Ky., distinguished himself the other day by riding after a runaway horse, he captured and stopped the quadruped, thus saving the occupants of the vehicle—two young ladies—from a serious smashup. Now, if the usual romantic termination will only take place, we shall feel happy.

WOLEVER makes a wager that he can make the journey from Lafayette to Indianapolis in five hours. The wager is a purse of \$10, and will be settled one day this week. Members of the club here will be stationed at each town along the route to see that fair play is given.—*Exchange*. We wonder if Mr. Wolever appreciates the fact that in case the above item is true, he forfeits his amateur standing. Such, however, is the case.

WM. J. CORCORAN writes us from Woodstock, Ontario. Among others, he sends us the following items: "Rowe is here training, and will be big help for Foster. I have a good novice look for him at Buffalo. Foster will do some good work, as he is in good shape; his work so far is a surprise. This is a splendid place to train, good air, good hotel and fair track. The local club have a meet here August 20th, when Rowe will attempt to lower the Canadian professional record which stands at 2.49."

A CORRESPONDENT from Detroit writes us: "Some time since the Messrs. Traub brothers, leading jewelers of Detroit, Mich., offered a gold medal to each member of the Detroit Bicycle Club that could make one hundred miles on the road in ten hours. The first attempt was made on July 24th last. Messrs. C. H. Smith, H. A. Adams and B. J. Holcombe started for Windsor at 8 o'clock A. M. The first twelve miles was made in just one hour, when Mr. Adams, who was not in good condition dropped behind. Smith and Holcombe continued on together and covered twenty-four miles in one hour and fifty-nine minutes. At this time both were feeling good and confident of making the run successfully. When riding the side path over the sandy hill just entering Leamington, Mr. Holcombe struck a bad sand hole, taking a header that (as was afterwards learned) fractured one of his right ribs. As Mr. H.'s watch was stopped by the fall it was found that the thirty-three and one-half miles to this point was made in two hours and forty-six minutes, thirty-five minutes ahead of time. After losing about ten minutes he started on again, but Mr. H. soon found that his side was causing him so much pain that he would not be able to complete the distance, so he returned by train. Mr. Smith succeeded in making the hundred miles in nine hours and fifty-two minutes, thus being the first member of the club to win the Traub medal. Mr. Holcombe will make another trial as soon as he recovers from the effect of his fall, when he hopes to better the time made by Mr. Smith."

A KANSAS RECORD GOES.

JUST as we go to press we received news of the breaking of the five-mile State Kansas record by A. J. Henley, of the Wichita Wheelmen. In spite of a heavy track and a header, Henley put the State record at 18.45. The header disabled his racer, and he had to finish on a road machine too large, and loaded with a lamp and tool bag. It is claimed that but for this accident 16.30 would have been made.

RACE MEETING OF THE SAN FRANCISCO BI. CLUB.

On the tenth of September (admission day) the San Francisco Bicycle Club hold a race meeting. The programme will be as follows:

Half-mile dash; one-mile novice (ordinary), no racers allowed; one-mile scratch; one-mile Rover type safeties (record), no medal will be awarded unless a record is established in this race; one-mile club handicap, for members of the San Francisco Bicycle Club only; two-mile handicap; three-mile handicap; five-mile League of American Wheelmen State championship. Entrance fee, \$1 each event; 50 cents returned to starters.

UNION RUN.

The energetic Captains of the Boston, Cambridge, Cambridgeport, Somerville, Dorchester and other clubs have decided to get up a grand "Union Run" on Labor Day, in which all clubs of the State are invited to participate. The general plan is as follows: Assemble at Harvard square at 10 A. M., from thence take a run over a route to be decided on later; dinner at the Medford House, Medford, then ride back to Cambridge and have some races on the college track. A game of base ball will also be indulged in between "scrub nines." This, in brief, is the scheme to be perfected in detail and reported on in our next issue. It is hoped that the clubs of the city and State will make this event the means of meeting together and becoming acquainted. Any information will be furnished promptly by addressing Dr. Kendall, 176 Tremont street, or any of the officers of the above named clubs.

PROVIDENCE DOES NOT PROPOSE TO BE "LEFT."

The annual race meet of the Rhode Island Division will be held September 25th, at Narragansett Park, Providence, R. I., and the following list of races will be run: One-mile R. I. championship; one-mile novice; one-mile handicap, open; two-mile safety handicap; one-mile tandem; three-mile handicap, open; one-mile safety; three mile special; one-mile tricycle, handicap; one-mile boys, 18 or under; one-mile team race (3 men each).

The prizes in all events, except the team race, will be gold and silver medals, and we can guarantee that no better amateur tournament will be held this year. I would like this placed among your fixtures. We are to have a big time and we want people to know it.

GEO. R. McAUSLAN,
Chairman Racing Board,
R. I. Div. L. A. W.

THE EASTERN ROAD CLUB.

As announced in our last issue the meeting of the Eastern Road Club was held at the office of Dr. Kendall, 176 Tremont street, Boston. The clubs represented were the Boston, Cambridge, Massachusetts, Cambridgeport, Dorchester, Newton and Chelsea. It was decided to hold a twenty-five-mile road race on Saturday, the 23d of September. The start will probably be made from the Faneuil House, Brighton, and a committee composed of Perkins, Pillsbury and Forbes will decide and lay out the course. In addition to this team race it is proposed to give a ten or fifteen mile race for both single and tandem tricycles, and the committee on these races is Messrs. Kendall, Pillsbury and Williams. Any one desiring information and particulars can procure same by addressing W. H. Forbes, Secretary, 39 Arch street, Boston, or any of the above named committee men. We would suggest that clubs which are not already in the association should make application at once if they desire to take part in the September event, as the time is limited.

TOURNAMENT AT MINNEAPOLIS.

A MEETING of the Minneapolis Bicycle Club was held August 3, and the Racing Committee, consisting of E. J. Hale, Chas. Barwick and Colie Bell, was instructed to see what could be done in regard to holding a big bicycle tournament. The Committee met the next evening at Hotel De Wilbur, with Chas. Barwick, and started the ball a rolling. The races agreed upon will be as follows:

One-mile, novice; one-mile, professional, heats 2 in 3; two-mile amateur, open; one-half-mile, boys 16 and under; one-mile amateur, 3 to class; three-mile amateur, open; one-mile Star, handicap; five-mile club championship; one-mile, 3 to class; one-mile amateur tricycle, open to Northwest; club team race; one-mile amateur, Rover type safeties; one-mile consolation. The races will be held August 25th, at the Minnehaha Driving Park. The track is a very good one, and will be put in first-class condition for the day of the

races. The races are gotten up for the purpose of raising money to build us a track. The Driving Park association made a proposition to the M. B. C., to build a bicycle track inside the trotting track, but this track is too far out of town to suit most of the riders. On August 24th, the night before the races, the boys will have an immense lantern parade. The lanterns will be furnished by the Minneapolis Bicycle Club. Our big exposition opens the 22nd, and the city will be full of strangers.

VERNON.

HARTFORD TOURNAMENT.

At a regular meeting of the club here Tuesday evening, August 14, it was voted to give a lantern parade on Sept. 12, the evening before the races, and the New Britain, East Hartford, and other out of town clubs are invited to take part. The lantern parade was a pleasant feature of last year's tournament, and elaborate plans will be made to insure a grand demonstration next September.

The Racing Committee have been hard at work the last week selecting prizes for the various events. The professionals are offered great inducements in cash purses, and the amateur list of prizes is the best ever offered at a Hartford tournament, among the number being a Columbia Light Roadster bicycle, diamond pin, Colt's sporting gun, traveling bag furnished, fine engravings. The entry blanks will be ready for delivery about August 25th, and can be obtained of Joseph Goodman, P. O. Box 14, Hartford, Conn. Entries will close Sept. 5th.

Mr. Henry Goodman will represent the Hartford Wheel Club at the Buffalo tournament, and will furnish entry blanks and other information regarding the meet.

F. T. Reid, one of the Wheel Club crack riders, made a practice mile on the unicycle, at Charter Oak Park, the past week, in 3 42 1-2 and will probably break the record at time of the tournament.

ILLINOIS DIVISION MEET.

THE Illinois Division of the L. A. W. will hold a grand cycling tournament at Cheltenham Beach on Saturday, August 25. There will be no less than seven championship events, including three State, viz., one one-mile, two-mile and five-mile race, for the championship of Illinois.

The Chicago Bicycle Club, Fort Dearborn, Illinois and Lincoln cycling clubs will each give a one-mile race for the championship of their club.

Aside from these races there will be a one-mile novice, two-mile handicap and one-mile handicap, quarter-mile dash from scratch, two-mile race for safety bicycles, and two mile consolation.

This is a programme that has never been equalled in the West. Such speedy men as N. H. Van Sicklen, H. R. Winship, A. E. Lumsden, M. A. Horsford, W. B. Greenleaf, H. W. Fordham, H. E. Loveday, and others will compete. There is not the slightest shadow of a doubt but that this meet will prove the most exciting that it has been the privilege of any of us to see. The medals are far above the average, those for the State championship, three in number, being magnificent gems of the jeweller's art.

Entry should be made to S. A. Miles, of the *Referee*, at 288 Wabash avenue. The officers of the day will be, S. A. Miles, Referee; R. D. Garden, C. F. Stokes, F. E. Gerould, Edwin Oliver, Judges; L. W. Conkling, Starter; Frank Riggs, Clerk of the Course; Captain Frank Yates, E. L. Ferguson, C. E. Randall, Timers. Entries will close August 22d.

There will also be splendid music and dancing in the evening. Lovers of the cycle should not miss this opportunity to have a good time, and witness the closest contested races ever run in the West.

CHAS. H. SIEG.

R. TEMPLE VS. FRED WOOD.

From the *Cyclist* we take the following facts in regard to the 1-4 and 1-2 mile match races, between Temple and F. Wood, and in which the "merry little Yankee" beat his man handily. Heavy rains had made the track heavy, and a drizzling rain was falling as the men came up for the quarter mile spurt. "The coin fell in favor of Temple, who took up his position on the inside. At the start the Yankee moved away just in front of his opponent, and at the first turn he was half-a-length to the good. Half-way down the railway side of the track Wood raced level, but the Yankee would not let him get in front. At the bend for home they were riding at a big pace side by side, but when fairly on the straight Temple put all in, and stalling off a fine challenge from Wood, he won amid considerable excitement by half a yard. Time, 40 1-58."

After half an hour's rest the riders went to the starting place for the second race, the result of which was looked upon as a foregone conclusion for the American. Wood had the inside berth,

By far the most essential quality in a tandem next to ease of running and excellence of manufacture is

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This is contained in the highest possible degree in the

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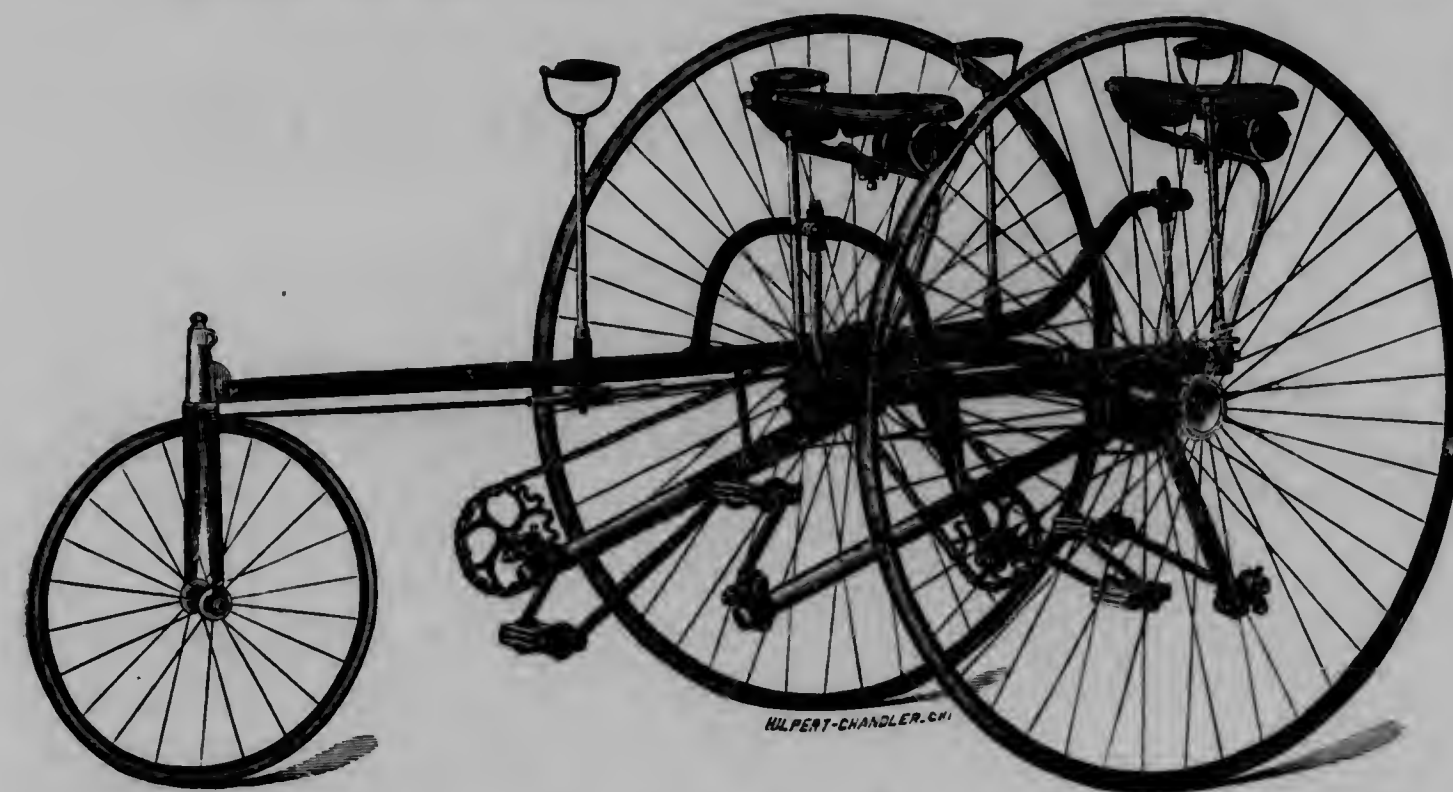
It can be steered, too, and braked by both riders, and can be ridden by two ladies.

Between the two riders is ample room for a child's seat, which we furnish at an extra cost of \$5.

By all means see this machine before purchasing the ordinary three-track type, lest you become burdened with a practically useless tandem for touring purposes.

Price, Ball Bearings all Over, \$180.

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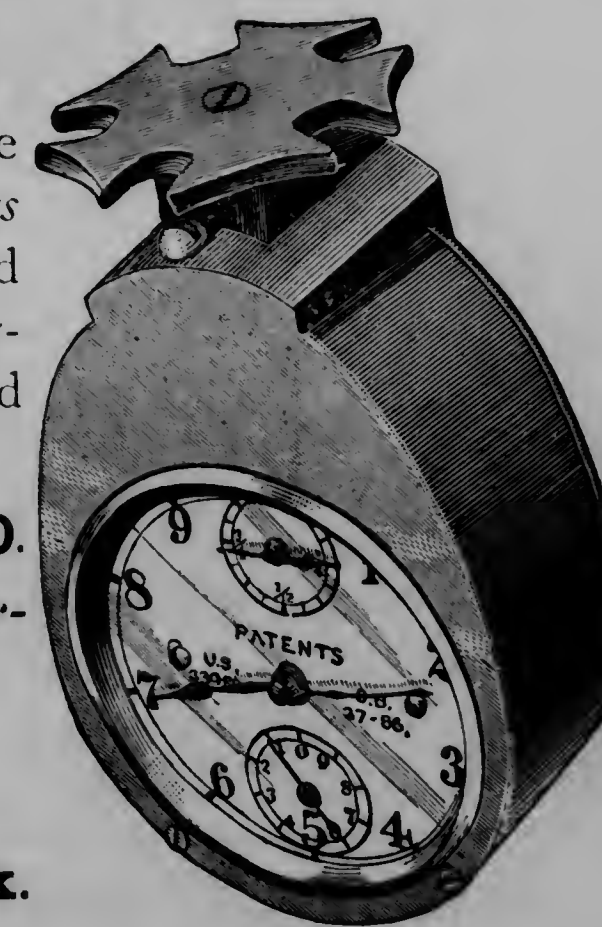
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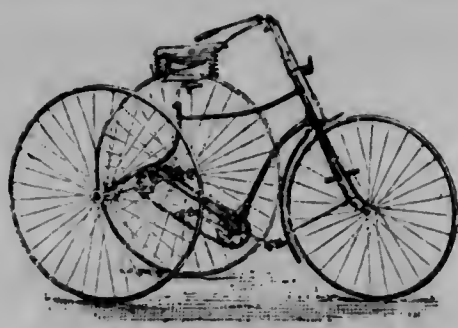
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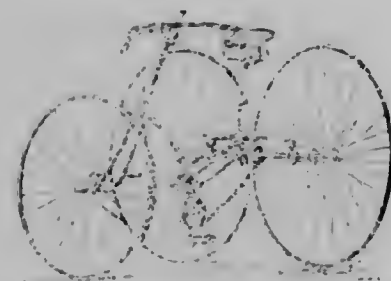
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BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co., 12 Pearl St., Boston.

and when the pistol was fired they moved away side by side at a very slow pace. Ultimately the local celebrity settled down half a length in front, and in this order they passed the post the first time, having now one full lap to complete. Half-way up the hill Temple shot ahead, with Wood hanging on. Along the top stretch the Englishman drew level, and at a rattling pace they came down the hill together, and rounded the bend for home. Here Temple made his effort, and coming along the straight like the shot from a gun, Wood was settled at the stands, and the American won by fully three yards. Time, 1m. 33 2-5s. The winner was loudly cheered, and when he left the grounds half-an-hour later he was again the recipient of a hearty farewell greeting.

MISSOURI DIVISION MEET.

PROGRAMME OF RACES AT KANSAS CITY NEXT MONTH.

The Kansas City National Exposition Inter-State Bicycle Tournament will be held Thursday, Friday and Saturday, September 27, 28 and 29. The Missouri Division has been invited to hold its annual meet here during races, and Chief Consul Brewster has accepted the invitation. Chief Consul Everest, of Kansas, was also invited to hold its State meet here, as a courtesy, not as a possibility. That, however, will not interfere with a large number of wheelmen from the Sunflower State being present.

As already outlined a banquet will be tendered the visiting wheelmen, a parade held and a picnic lunch at one of the parks, and the photograph taken of the wheelmen. At the next meeting of the United Wheelmen complete arrangements for the reception of visitors will be consummated.

The track will be constructed at once, and will be a quarter mile in circumference. If possible it will be made of clay and gravel. The corners will be raised. The back stretch will be twenty feet in width, and the home stretch will be forty feet in width.

FIRST DAY—THURSDAY.

One-mile Kansas State championship—Championship gold medal.
One-mile boys' race—Silver medal.
One-mile hurdle race, open—First prize, handsome clock; second, gentleman's toilet case.

Three-mile handicap, open, time limit, fifty seconds—First prize, doubled-barreled shot gun; second, pair boxing gloves.

Fancy and trick riding.
One-mile club championship, open only to members of the United Wheelmen—Championship gold medal.

Team race, open to racers, number to be decided upon, representative of clubs—Prize, silver cup.

SECOND DAY—FRIDAY.

One-mile handicap, open, limit, twenty seconds—First prize, half-carat diamond; second, L. A. W. pin.

One-mile novice, open—First, gold medal; second, silver medal.
Half-mile dash, open—First prize, half-carat diamond ring; second, silver stop watch.

Fancy trick riding.
Three-mile Kansas State championship—Championship gold medal.

Half-mile, hands off, open—First prize, handsome pearl opera glass; second, "King of the Road" lamp.

One-mile Missouri State championship—Championship gold medal.

THIRD DAY—SATURDAY.

One-mile dash, open—First prize, bicycle; second, half carat diamond pin.

One-mile novice, open—First prize, gold medal; second, silver medal.

Fancy and trick riding.
Three-mile Missouri State championship—First prize, bicycle; second, gold watch.

One hundred yards slow, open—First prize, gold headed silk umbrella; second, gold sleeve buttons.

Two-mile lap race, open—First prize, solid gold watch chain; second, gold-headed ebony walking cane.

One-mile consolation—First prize, L. A. W. bicycle suit; second, bicycle cyclometer.

NOTES.

L. S. C. Ladish is Chairman of the Racing Committee. All information in regard to races can be obtained from him. His address is 816 Central street.

Programmes of the meet will be out September 1, containing complete details of meet.

The United Wheelmen's drill corps will give an exhibition on Saturday at track.

If clubs will organize a drill corps and agree to be present with not less than ten men to enter a competitive drill, handsome prizes will be offered. Captains of the clubs correspond with Mr. Ladish in regard to this matter.

MENTOR.

BUFFALO TOURNAMENT.

CORRECTED PROGRAMME.

TUESDAY, SEPT. 4TH—FIRST DAY.

Parade in the morning.

Miles.	Classes.	Wheels.	Conditions.
1	Professional, Tandem,	Open.	Novice.
1	Amateur, Bicycle,	Open.	L. A. W. championship.
10	Amateur, Bicycle,	Open.	Handicap—150 yards limit.
1	Professional, Bicycle,	Open.	5.10 class.
1	Amateur, Bicycle,	Open.	State championship.
2	Amateur, Bicycle,	Open.	First heat world's championship.
3	Professional, Bicycle,	Open.	Handicap—200 yards limit.
3	Amateur, Tandem,	Open.	Rochester vs. Buffalo, six men each.
3	Professional, Rovers,	Open.	Handicap—200 yards limit.
3	Amateur, Bicycle,	Open.	Handicap—100 yards limit.
1	Amateur, Tandem Bicycle,	Open.	Handicap—100 yards limit.

WEDNESDAY, SEPT. 5TH—SECOND DAY.

Annual meeting New York State Division.

Miles.	Classes.	Wheels.	Conditions.
1-2	Professional, Bicycle,	Open.	L. A. W. championship.
5	Amateur, Bicycle,	Open.	State championship.
3	Professional, Bicycle,	Open.	Handicap—450 yards limit.
3	Amateur, Rovers,	Open.	Handicap—200 yds. limit, road wheels only.
1	Amateur, Bicycle,	Open.	Club team race, three men each.
1	Professional, Tandem,	Open.	Handicap—500 yards limit.
5	Amateur, Tricycle,	Open.	L. A. W. championship.
2	Amateur, Tandem,	Open.	Handicap—100 yards limit.
1	Professional, Rovers,	Open.	Handicap—100 yards limit.
1	Amateur, Bicycle,	Open.	Handicap—100 yards limit.

THURSDAY, SEPT. 6TH—THIRD DAY.

Miles.	Classes.	Wheels.	Conditions.
3	Amateur, Bicycle,	Open.	L. A. W. championship.
5	Professional, Bicycle,	Open.	Second heat world's championship.
5	Amateur, Rovers,	Open.	Open, road wheels only.
2	Amateur, Bicycle,	Open.	10.00 class.
1	Professional, Tandem,	Open.	Handicap—100 yards limit.
1-2	Amateur, Tandem Bicycle,	Open.	Open.
1	Amateur, Bicycle,	Open.	Handicap—400 yards limit.
5	Professional, Rovers,	Open.	Handicap—25 yards limit.
2	Amateur, Bicycle,	Open.	Open.
1	Professional, Tricycle,	Open.	Buffalo city championship.
1	Amateur, Bicycle,	Open.	Handicap—100 yards limit.

SATURDAY, SEPT. 8TH—LAST DAY.

BICYCLING WORLD'S 100-mile road race for the championship of the United States, starting from Erie, Penn., at 6 A. M. [Entries to H. E. Ducker. Fee, \$1.00; entries close Sept. 6th.—Ed.]

Miles.	Classes.	Wheels.	Conditions.
1	Amateur, Tandem,	Open.	Open, road wheels only.
1-2	Amateur, Bicycle,	Open.	Open.
2	Professional, Bicycle,	Open.	Handicap—300 yards limit.
10	Amateur, Bicycle,	Open.	Handicap—850 yards limit.
1	Professional, Bicycle,	Open.	Final heat world's championship.
3	Amateur, Tandem Bicycle,	Open.	Handicap.
2	Amateur, Bicycle,	Open.	0.20 class.
3	Professional, Tandem,	Open.	Handicap—250 yards limit.
2	Amateur, Bicycle,	Open.	Open.
1	Professional, Rovers,	Open.	Handicap—100 yards limit.
2	Amateur, Bicycle,	Open.	Consolation.

There are 11 races each day, 16 for professionals and 28 for amateurs. There are 26 races for bicycles, two tricycles, six tandems, four tandem bicycles, six Rovers. The tandem bicycle race will be the first ever held in this country. There are three half-mile races, 14 one-mile, 10 two-mile, nine three-mile, six five-mile, two ten-mile. There will probably be added one race to each day for deaf mutes only. Entries close August 27th, to Henry E. Ducker, Buffalo, N. Y. Entry blanks on application as above.

NEW ORLEANS RECORDS.

A WEEK ago, J. W. Dodge, of the N. O. B. Club, started in to beat the best previous, local 24-hour record of 166 miles. He started at 6 P. M. Saturday, and finished at 6 P. M. Sunday, having ridden 178 miles, cyclometer measure. While Dodge was doing the 24-hour record, R. G. Betts and J. W. Jay, of the Louisiana Club, went in to see what could be done with the

HUNDRED-MILE LOCAL RECORD.

The start was made at exactly 7.32 P. M. At exactly 5.15 A. M., the hands of the cyclometer crossed the 100 mile mark and the century ride was over. The actual elapsed time for the century was 9 hours and 43 minutes, but deducting the four stops of one hour and twenty five minutes the actual riding time was but eight hours and eighteen minutes, excellent time everything considered.

THE BEST LOCAL 24-HOUR RECORD YET.

Just one week from the date of Mr. Dodge's successful assault on the 24-hour record, R. G. Betts, Capt. of Louisiana Club, was sent on his way to see what he could do in 24 hours. The weather was not propitious, it being damp and muggy, and some times it rained hard.

The start was made at 6.20 P. M., Saturday, August 4. The first

stop (30 min.) was made at 9.45, when the cyclometer marked 44 1-2 miles. At 11.25 he stopped 15 min., having made 64 miles. He then rode until 1.10 A. M., with 86 miles to his credit, when he was compelled to wait 60 min. on the account of the exploding of his lamp. The hundredth mile was made at 3.20 A. M., just nine hours after starting. Betts rode leisurely along through the night, and at 6.02 A. M. he had 131 1-2 miles, and at 8.02 A. M. he finished 150 1-2 miles. The rider rested an hour and twenty minutes, and then increased his pace a little and rolled up 168 miles by 10.55. The rain stopped him then and he halted for 45 minutes. At 12.40 o'clock he reached the record made Sunday, the 29th, of 178 miles. Every mile over that would count as ahead of the record. At 2.15 he had ridden 194 miles and rested 40 minutes. The two hundredth mile was made at 3.40. At 5.02 the cyclometer showed 214 1-2 miles. At 6.20, just 24 hours after starting, plucky Betts had ridden 226 1-2 miles. His stops amounted altogether to four hours and thirty minutes, making his actual riding time 19 hours and 30 minutes. This is the longest record made south of the Ohio river, and is good work in any company. In all these records of Dodge, Betts, and Jay and Betts, the American Champion bicycle was ridden. Bt.

WHY NOT THE FITCHBURG RAILROAD?

Editor Bicycling World: I would respectfully call your attention to the item in the BICYCLING WORLD of August 3d, on page 279, entitled "Special Rates to Buffalo" for wheelmen wishing to attend the tournament to be held in September. Owing, I suppose, to an oversight, our old friend, the Hoosac Tunnel Route, has not been mentioned. As the Massachusetts wheelmen are aware, they have always carried bicycles free, and it is to-day, I believe, the only road running out of Boston doing so, and do not specify any day or train on which the wheelmen shall travel. They are always welcomed upon this line, and treated courteously by the baggagemen, as I for one can testify, having had numerous occasions to carry my wheel upon its trains. The rates to Buffalo, I am informed, are as low as those offered by any other line, and the General Passenger Agent, Mr. J. R. Watson, has informed me that if the party is large enough they will carry us by special train, free of extra charge, and have baggage cars expressly for our wheels.

The WORLD has always advocated the idea of the wheelmen sticking to their friends, and I would ask if the Fitchburg and West Shore roads are not friends to the boys, having carried their wheels free for years? Yours truly, L. A. W. No. 5527.

MR. HALL ON THE HERKIMER RACES.

Editor Bicycling World: In your issue of July 27, is a letter from Mr. Geo. Nellis, Jr., headed "Messrs. Hall and Wilson at the Herkimer N. Y., Races."

In reply, I beg to state, that Mr. Wilson and self have no complaints to make against the members of the Fort Dayton Wheelmen, but our treatment by the judges was most unfair and unsportsmanlike.

In the three-mile race Mr. Wilson was fouled in the most deliberate manner. Mr. Nellis thinks otherwise, but I was riding directly behind Wilson and saw the foul. I entered a protest against the party who was in fault, but the Judges (the Referee had nothing to say) ruled no foul.

In the mile C. N. Y. championship, Wilson and self were on the programme to start, but Wilson was so badly hurt from his fall in the three-mile, that he could not, and a Mr. Metz, of Utica, entered a protest against my riding.

Again the Referee was silent, and the judges took twenty minutes to think over the matter. In the mean time I had to stand in the wind and sun, while still heated after the three-mile race, and rapidly getting too stiff to even think of riding. Mr. Metz had not started in the three miles and so was not much put out by the delay. Twice during the debate of the Judges, I was informed I could start, and then again told to wait. Finally I told my friend, Mr. Crichton, to remove my wheel to our dressing room, and I left the track. If the Judges decided that I could ride it was their place to have had me informed of the fact, and had I then decided not to start I should have had no cause for complaint, but this they did not do, but started the race before I was fairly in the dressing room.

There was no question in the minds of anyone except the Judges and Mr. Metz as to my being eligible to ride, but as Mr. Metz had no one in the race but myself to fear, it was self evident why he entered the protest.

Both Mr. Wilson and self refused to accept prizes already won, as we had gone to Herkimer simply for the championship race.

As for the Fort Dayton Wheelmen being willing to pay our expenses, that is, to quote Mr. Nellis, "bosh." We are not searching for clubs to pay our expenses. We did say we should consult a lawyer as to the advisability of compelling the club to settle, but when cooler, reconsidered the matter. Mr. Nellis states that the

club paid for all attendants, etc., this I do not understand, for we even paid for our dressing room, the quarters provided being too much exposed to the wind and visitors.

The several "rather strong" paragraphs by Mr. Nellis I will pass over with no further comment, as I do not wish to inflict the readers of the WORLD with correspondence of that character.

In my conversation with my friend, "Wing-Foot," I stated the facts as above, also saying that as we had paid entrance fee for the C. N. Y. championship, and the same had been accepted, I should have been allowed to ride, even if under protest, and matter referred to Racing Board.

"Wing-Foot" being in a rush for a train took his notes rapidly, and undoubtedly misunderstood me as regards the return of any entrance fees, as we did not ask for same. The treatment I complained of was that of the Judges, not the members of the club, who in justice to them I must say used us well. Yours truly,

H. J. HALL, JR.

WINDLE TAKES THREE RACES.

RICHFIELD SPRINGS, N. Y., August 15, 1888.—W. W. Windle, of Lynn, Mass., won the half-mile open, the three-mile record and the one-mile dash in the Waiontha Bicycle Club's tournament at the driving park to-day.—Associated Press.

THE SPRINGFIELD BICYCLE CO.

We believe that the firm, the name of which heads this article, is the very youngest in the select family of manufacturers in this country, yet we were therefore very glad to accept an invitation from Messrs. Yost and McCune to take a trip to Worcester and look through their factory in that city. In connection with this subject we know it will be a matter of interest to state that the Springfield Bicycle Co. have purchased a valuable factory property, located at Newton Highlands, Mass., a distance of about eleven miles from Boston. An expensive and special plant has been contracted for, and is now being placed in position, so that by the first of October it is expected the new factory will be in operation. It is, however, the intention of the company to continue to manufacture at their factory in Worcester for some time to come, or until such time as the capacity of the factory at Newton Highlands is made equal to the present large demand for this machine.

We can scarcely call our visit to the factory at Worcester an "inspection." It took more the form of a "scamper" through the well appointed shops, in fact former similar experiences had shown us the utter impossibility of giving very particular details. One thing did impress the writer, and that was the fact that thoroughness and system were on every hand apparent.

Having been turned over to a "Guide" we entered first the blacksmith shop, in which were found the drop forges for the heads, levers and gearing parts of the machines, and here also were the brazing forges. There is always a certain fascination to us in the workings of the trip hammer. The powerful manner in which it bites and cuts into form, is one of the operations we never tire of watching. This shop presented the busy appearance of a miniature Hades in full blast, and as the simile presented itself to our minds we concluded to lead a better life for fear our experience hereafter might be passed in the midst of the "only original" Hades of the Good Book.

We cannot tarry here, and so we pass on and find ourselves in the room where the rough forgings are partially perfected. After watching the work for some minutes, we started on and came into the polishing room where the sparks flying from the emery wheels and from straps, were rather too numerous and gritty for our unaccustomed and unprotected eyes.

In this room we were shown a unique machine made specially for boring the rims and the hubs. A rim is fastened firmly in place and the machine is started. It works automatically, and bores the holes all round the rim, and then when the regular number of holes have been made the machine stops of itself and waits for the bored rim to be taken off and another put in. We were told that this machine did not have its duplicate in the country, and certainly we have never seen one before. Time was pressing and we had so much yet to see. The machine shops, with the many lathes and shaping machines had to be hurried through.

Responsible inspectors are employed and every machine in part and in whole has to go through a "competitive examination," so to speak, before it can enter upon its mission of pleasure and usefulness in the hands of its new owner.

It speaks well for the Springfield Bicycle Co. to say that they have had hard work to catch up on their orders. They are now in position to be able to fill all demands promptly, and with their increased facilities at their new factory at Newton Highlands there will be no trouble in the future as to their ability to meet the increasing demand for their now deservedly popular machine.



LEAGUE HEADQUARTERS:
12 Pearl Street, Room 27.
ABBOT BASSETT, Secretary.

NOT nearly all the States published their election laws this year. We trust that all such have held elections and that no State will default. It would be awkward should a State find itself without officers.

A CHIEF CONSUL'S position will be no easy one in the future, under the new rules. Much of the work that has been heretofore done by the National organization will hereafter come upon the States, and the Chief Consuls will have to conduct it. There will be no lack of funds for use, for the States will have the lion's share of the money paid in, and they should give good report of it.

THE Special Committee whose duty it is to prepare new by-laws for the League will meet at Buffalo, September, 7th. They invite suggestions from League members and all such will receive due consideration. Now is the time for those who have ideas regarding League management to say an effective word. Address communications to Charles H. Luscomb, Esq., 280 Broadway, N. Y.

BY this time each State Division should have chosen its Board of Officers, and it is only necessary to elect the delegates to the National Assembly in order to complete the organization of the League under the new Constitution. Each Division Board of Officers must hold a meeting during the month of September and elect one delegate for each two hundred members upon its roll on September 1st. The list of names published this week will qualify August 31, and those who come later than this week cannot be counted in estimating the representation of States.

THERE should be some provision in the League rules for transferring a man from one division to the other. Mr. Blank lived in California during January. He renewed from that place, and California received the portion of his fee that she was entitled to. In March he moves to Massachusetts. He desires to be transferred to Massachusetts for he will ride over her roads and he wants a road book that the state has issued, but Massachusetts has received no money from him, and she hesitates to present him with a road book, and other favors and California is

anxious to count him in estimating her quota of Representatives, but she cannot do so, for this quota is based on "resident" League members. In a few words, a man who moves is a man left out in the cold. He cannot vote, he cannot draw perquisites, he cannot hold office. Wouldn't it be well to get him under cover?

THE Secretary has prepared and caused to be printed what may be called a "Recruiting Circular." The question often comes to us, as it no doubt does to many another League member, "What are the advantages of membership in the League," and this circular undertakes to answer the question and point the way to membership. Packages of these circulars have been sent to the several Chief Consuls, from whom they may be obtained by those who are willing to place them where they will benefit the League. Representatives and Consuls in every State are earnestly requested to draw up lists of men who are likely to be persuaded to membership and send the same to the Chief Consuls of their respective States, that a circular may be forwarded. Members who desire to do a little missionary work will do well to forward lists of this kind. In the outlying districts and in States where there is no Chief Consul the list may be sent to this office.

ONCE again the courts have emphatically pronounced the cycle to be a vehicle, and entitled to all the rights on the highway that any other vehicle has. This time it is in Providence, R. I. The case was that of William H. Leavitt. He complained in the name of the State against Patrick H. Collins, an expressman. On July 30, while riding on Broad street with two other wheelmen, Leavitt saw Collins driving toward him. The expressman was 300 feet away, and on the left side of the road. Four danger signals were given by Leavitt, but Collins drove on, crowding Leavitt into the gutter, exclaiming, "D—n you, get out of the way or I'll run over you." Leavitt then ran into the gutter, and was struck by Collins' wheel, breaking three fingers of his left hand. B. Y. Bruce, a safety rider, was there, and overhauling the expressman, obtained his number. The three wheelmen told the same story in court, and then came the test motion. Rathbone Gardner, for Collins, moved for a dismissal on the ground that the statutes defined what kind of carriages should travel on the road, and quoted from Webster to show that a bicycle was not a vehicle. Judge Cooke overruled the motion, first by saying that Webster died before a bicycle was invented and came into use, secondly that a bicycle was a vehicle, and third that the statutes said "a carriage or any vehicle." The defence then attempted to prove that the reason they did not go to the right of the

road, was because a horse car, a carriage of some description and a bicycle were in the middle of the road, and Collins produced two men who were on the express team with him at the time to sustain his story, but they contradicted him materially, and one said that if he had had the reins he would have done differently. Judge Cooke imposed the full penalty of the law in his court, which is \$5 and costs, but Sec. 2 of Chap. 66 affords Leavitt full satisfaction, as it says that whoever wilfully neglects to seasonably drive to the right out of the centre of the road, "shall be liable for the damages sustained in consequence of any neglect to comply with said provisions." This makes Collins responsible for Leavitt's doctor's bill, the injury to the bicycle, and the loss of wages. The decision gives the bicyclists of Rhode Island all the rights accorded to any horse owner.

New York Division.

The Annual Meeting of the New York State Division will be held at Buffalo, September 4th and 5th. The general business meeting of the Division will be held September 4th, at 8 P. M. at the Genesee House, Buffalo, N. Y. All members are requested to be present, as a full attendance is desired. G. R. BIDWELL, Chief Consul.

New York Division.

The Annual Fall Meeting of the New York State Division Board of Officers will be held at the Genesee House, Buffalo, N. Y., in the evening of September 4th, immediately after the adjournment of the general business meeting of the Division. GEO. R. BIDWELL, Chief Consul.

Missouri Division.

In response to a very cordial invitation from the United Wheelmen of Kansas City, the Fall meeting of this division will be held in that city September 27th, 28th and 29th, in connection with the Exposition Interstate Bicycle Tournament. The arrangements will be in the hands of the United Wheelmen, and the programme will be announced later. All the members of this division are requested to note the above dates and make their arrangements to attend the meeting. W. M. BREWSTER, Chief Consul.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated: Jamaica Cycle Club, Jamaica Plain, Mass.—Wm. A. Mosman. Chelsea Cycle Club, Chelsea, Mass.—John B. Seward. Hyde Park Rambler Bi. Club, Hyde Park, Mass.—Theodore Walter. Capital City Cycling Club, Springfield, Ill.—Waldo S. Reed. Roxbury Bicycle Club, Roxbury, Mass.—Irving E. Moulton. Cambridge Bicycle Club, Cambridge, Mass.—George A. Perkins. ABBOT BASSETT, Secretary.

To Members R. I. Div. L. A. W.

If members of the Division, who intend visiting Buffalo, will notify me as soon as possible, I will furnish them full particulars in regard to trains, transportation of wheels, tickets, etc.

On page 300, BICYCLING WORLD, August 10, is a list of first class Hotels, and members can make their own Hotel arrangements.

It is necessary that I should know the number of members that will attend, also those who intend carrying wheels.

Reduced rates are only obtained from Boston, and sleeping car arrangements must be made previous to date of starting. Fraternally, CHAS. S. DAVOL, C. C.

Maryland Division.

The annual business meeting of this Division will be held at 8.30 P. M. on Friday, August 31st, at the Town-hall of Arlington, Md. All members of the L. A. W. in Maryland are earnestly requested to assemble with hub-lamps, if possible, at the Tower on Druid Lake, in Druid Hill Park, promptly at 7.30 P. M. From this point the entire Division will wheel in a body to Arlington (3 miles.) Our annual meeting this year promises to be one of unusual interest, and every member should make it a point to be present. For the first time since our organization, the new officers will be installed in an open meeting. A new Constitution and By-laws will be submitted for adoption, reports will be received from the League Meet Committee, Chief Consul and Secretary-Treasurer, all of which will be of much interest to the Division at large. Other than the above, there is much business of importance to be transacted, and each member in the State should feel it his duty to be present and lend his voice and vote on all matters, calculated to further the interests of the Wheelmen in our midst.

Fraternally,
A. E. MEALY,
C. C. Maryland. Div.

Massachusetts Division Meet.

The annual meeting of the Massachusetts Division was held in Town Hall, Cottage City, August 2, at 9.30 A. M., Chief Consul Hayes presiding. In the absence of Secretary Lawton, Mr. A. W. Robinson was chosen Secretary *pro tem*.

The Chief Consul made a brief verbal report. The Secretary's report was presented and contained the following statistics:

Membership, including List No. 149..... 1152
District 1..... 412
District 2..... 221
District 3..... 118
District 4..... 131
District 5..... 111
District 6..... 157
Non..... 2

Receipts to date, August..... \$1607 53
Expenditures..... 1374 10

Balance on hand..... \$233 45
The following amendments to the Constitution were passed. These are made merely to make the Division Constitution consistent with the National:

Art. 11. After the word Consul in second line insert "Vice Consul."
Art. 14. Substitute "fifteen" for "twenty-five" in second line.
Art. 5. Substitute "June" for "March" in seventh line.

The next business in order was the election of a Secretary-Treasurer, and on motion of Dr. Emery the secretary *pro tem* was ordered to cast one ballot for Mr. Sanford Lawton, and he was declared elected. Mr. Bassett moved that the road book be presented free to every person joining the Division, until the present edition is exhausted, reserving 150 copies only for official use. Carried.

Mr. Bassett moved that the Committee on Rules and Regulations consider the expediency of framing a rule whereby a member of another Division, taking up a residence in Massachusetts, shall be admitted at once into the Division on paying a proper fee to the Division. Carried.

Mr. Bassett moved, that the thanks of the Division be tendered to the Martha's Vineyard Club for their hospitalities and that the Secretary be directed to notify them of this vote. Carried.

On motion of Dr. Emery, the meeting was adjourned.
ARTHUR W. ROBINSON,
Secretary Pro Tem.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.
Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 152—Total 63—11,022.

BOSTON, Aug. 17, 1888.

ARKANSAS—1—11.

Arkansas Travellers C. C. Little Rock
20276 Davison, F. M., Little Rock

CALIFORNIA DIVISION—1—379.

Oak Leaf Wheelmen- Stockton
20235 Preble, H. T., Stockton

CONNECTICUT DIVISION—5—442.

Unattached.
20250 Holmes, Fred W., Bristol
20260 Sickles, Chas. H., 73 Church st., Hartford
20291 Bushnell, Clarence, Ivoryton
20223 Todd, Edw. A., 37 Howe st., New Haven
20277 Bird, C. H., Bethlehem

DISTRICT OF COLUMBIA DIVISION—1—130

Unattached.
20278 Benton, Wm. H., Coast Survey. Washington

ILLINOIS DIVISION—7—680.

Peoria Bi. Club.
20246 Gift, Chas. H., Globe Mills, Peoria
20247 Seaton, Chas. A., 103 State st., Peoria
Rockford Cycle Club.
20263 Waterman, H. F., 601 So. Third st., Rockford
20264 Dever, H. A., 202 E. State st., Rockford
Unattached.
20262 Moore, John W., 508 W. Wash. st., Bloomington
20239 Johnson, W. J. O., Taylorville
20279 Miller, Lewis S., 507 E. Wash. st. Springfield

KANSAS DIVISION—3—142.

Ottawa Wheelmen.
20236 Grabendike, Less. E., Ottawa
Unattached.
20265 Osborn, Jas. D., Baxter Springs
20224 Frampton, R. M., care Sash Factory. Topeka

LOUISIANA DIVISION—2—50.

L. C. C. and N. O. B. C.
20221 Johnson, Geo., Jr., 120 Race st., New Orleans
La. Cycling Club.
20220 Hobson, Wm. E., 410 Carondelet st., "

MAINE DIVISION—1—124.

Skowhegan Wheel Club.
20260 Dow, Fred C., Skowhegan

MARYLAND DIVISION—4—432.

Unattached.
20237 Macneal, J. Burgess., 34 S. Calvert st., Baltimore
20268 Oppenheim, J. A., 1523 Linden Ave., "
20267 Oppenheim, Eli., 1523 Linden Ave., "
20260 Parlato, Charles E., 1095 Linden Ave., "

MASSACHUSETTS DIVISION—3—1176.

Unattached.
20225 Kerrison, J. C., Herald. Boston
20222 Powers, John T., Jr., 128 W. Concord st., "
20226 Phillips, Henry M., Wrentham

MICHIGAN DIVISION—4—331.

Flint Wheelmen.
20227 Jeffers, Eli S., care S. B. & Co. Flint
Unattached.
20248 Lathrop, W. W., 407 Clinton st., Jackson
20228 Benedict, W. L., Pontiac
20251 Monaghan, C. C., Ann Arbor

MISSOURI DIVISION—1—324.

St. Louis Cycle Club.
20269 Blake, Chas. H., 421 N. 3rd st., St. Louis

NEW YORK DIVISION—8—2301.

Geneva Bi. Club.
20230 Catchpole, Edw. A., Box 52, Geneva
Kings Co. Wheelmen.
20270 Chambers, M. C., 235 Hooper st., Brooklyn
20282 Smith, C. E., 477 Putnam Ave., "
Unattached.
20249 Cowden, Wm. A., Attica
20238 Foster, Fred D., Box 2073, Batavia
20250 Ever, Edward., 659 Lorimer st., Brooklyn
20251 Hawhurst, F. S. K., 309 Maughattan Ave., "
20252 Watt, A. K., 1102 Bergen st., "

OHIO DIVISION—1—577.

Wellington Bi. Club.
20240 Barrup, Jason., Wellington

PENNSYLVANIA DIVISION—18—1384.

Alert Bi. Club.
20231 Hutchison, W. L., Hazleton
20257 Kellmer, G. W., "
Lanc. Bi. Club.
20274 Burger, John A., Jr., Lancaster
Philadelphia Bi. Club.
20253 Bournonville, Antoine., 139 So. Front st., Philadelphia

Wilkes Barre Bi. Club.
20253 Dodge, W. F., Wilkes Barre
20254 Trembath, W. J., "

Unattached.
20255 South, C. M., 294 Federal. Allegheny
20241 Lindsay, Chas., Braddock
20242 Weihe, Albert., "
20243 Weihe, H., "
20250 Slocum, J. P., 126 W. 5th, Erie
20271 Leinback, F. D., Denver
20272 Kline, Chas. A., Manheim
20273 Stauffer, H. C., "
20244 Bailey, G. T., Box 557, Pittsburg
20245 Morrow, M. E., Leader. "
20275 Trewin, F. W., 2802 Poplar st., Philadelphia
20232 Jamison, Sam'l., 2023 Federal st., "

RHODE ISLAND DIVISION—1—230.

Unattached.
20258 Richardson, L. D., City Hall. Providence

VIRGINIA DIVISION—1—104.

Unattached.
20233 Sherman, E. B., Lynchburg

WEST VIRGINIA DIVISION—1—35.

Unattached.
20234 Platt, Harry M., Parkersburg

Application for Membership in the L. A. W.

188

ABBOTT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.....

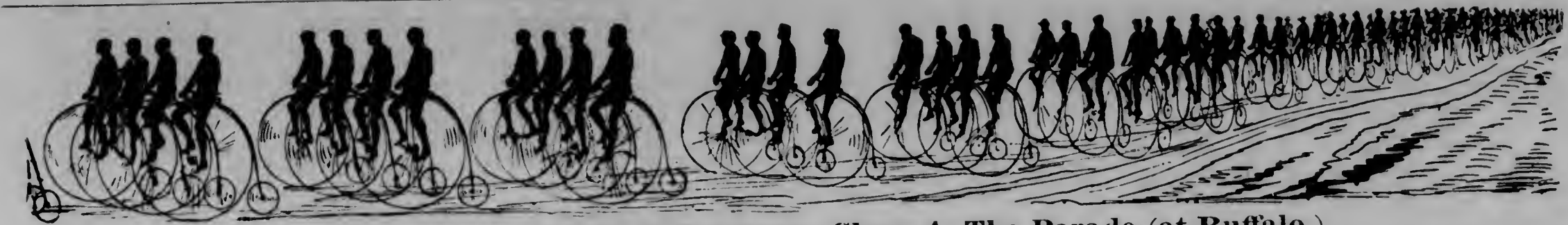
Club..... P. O. Address.....

City and State.....

References.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)
MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose \$2.00; in April, May or June, enclose \$1.75; in July, August, or September, enclose \$1.50; in October, November or December, enclose \$1.25.

2.—If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

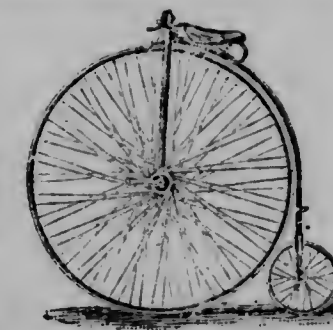


An Illustrated Story in 6 Chapters.—Chap. 4, The Parade (at Buffalo.)

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

WHEELMEN!

The Hoosac Tunnel Route

Has made the following low rates of fare to Buffalo and Return, for those wishing to attend the Tournament, Sept. 4th, 5th, 6th and 8th.

From Boston, - - \$10.65	From Greenfield, - - \$8.49
" Providence, - - 10.81	" Fitchburg, - - 9.97
" Worcester, - - 9.71	" North Adams, - - 7.47

BICYCLES CARRIED FREE.

Express trains leave Boston 8.30 A. M., *3.00 P. M. and *7.00 P. M.
* DAILY, SUNDAYS INCLUDED.

Palace Sleeping Cars--Boston to Buffalo without Change.

Tickets will be on sale Sept. 3, 4 and 5, and good for return passage 10 days from date of sale. Particular attention will be paid to the care of wheels. Special baggage cars attached to all express trains.

Berths reserved any length of time in advance upon application to the undersigned.
For further particulars apply to the Company's office, 250 Washington St., or Passenger Station, Causeway St., Fitchburg Railroad.

J. R. WATSON, Genl. Pass. Agent.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturtevant and C. W. Nairn. \$2.50 per year, including postage.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

SECOND-HAND BICYCLES, AT BOSTON.

No. Size.	Class.	Finish.	Bearings.	Con- dition.	Price	No. Size.	Class.	Finish.	Bearings.	Con- dition.	Price
110 57	Humber Racer	Painted	Ball	4	\$25.00	495 50	Premier	Painted	Ball	4	40.00
347 40	Youth's Challenge	Painted	Parallel	4	26.00	500 50	Expert Columbia	Freshly Painted	"	3	80.00
359 54	Expert Columbia	"	Ball	4	80.00	501 53	Columbia Light Roadster	"	"	3	80.00
402 42	L. R. Columbia Safety	D	"	4	70.00	502 52	Expert Columbia	D	"	2	95.00
404 50	Expert Columbia	A	"	1	105.00	505 54	Standard Columbia	Nickel and Painted	"	3	60.00
413 40	Standard	B	Parallel	4	35.00	508 52	Club	Painted	"	3	50.00
415 54	Columbia Direct Spoke L. R.	C	Ball	3	80.00	513 50	Club	"	"	3	45.00
430 50	Expert Columbia	"	"	1	110.00	514 52	Expert Columbia	D	"	3	75.00
434 53	Columbia Light Roadster	H	"	1	110.00	519 49	Standard Columbia	Freshly Painted	Parallel	3	30.00
442 53	"	K	"	3	100.00	518 49	Standard	"	Ball	3	25.00
444 52	Expert Columbia	A	"	2	110.00	522 52	Club	Painted	Ball	3	55.00
445 52	R. D. Whippet Safety	Enameled	"	1	60.00	526 52	Volunteer Columbia	K	"	2	60.00
449 46	Keen Safety	"	"	2	90.00	526 52	Standard Columbia	Painted	Parallel	2	40.00
457 46	Standard Columbia	F	"	1	60.00	531 53	Columbia Light Roadster	"	Ball	1	125.00
458 46	"	B	"	1	60.00	532 44	Standard Columbia	Painted	Cone	4	20.00
459 38	Columbia Safe v.	D	"	1	90.00	534 44	Recruit	"	Plain	1	40.00
465 52	Expert Columbia	A	"	3	95.00	535 45	Standard Columbia	Nickel and Enameled	Ball	1	75.00
472 40	Expert Columbia	D	"	3	75.00	537 54	Expert Columbia	D	"	3	55.00
479 53	Columbia Light Roadster	K	"	2	95.00	538 50	Columbia Semi-Roadster	"	"	3	60.00
484 57	Columbia Light Roadster	A	"	1	105.00	540 52	Expert Columbia	D	"	3	55.00
491 50	Expert Columbia	D	"	3	85.00	541 45	Victor	Enameled	"	3	85.00
493 54	"	Painted	"	3	85.00	542 54	Expert Columbia	A	"	1	115.00
495 38	Ideal	"	Globe	2	25.00	544 49	Standard Columbia	G	"	1	55.00
499 52	Expert Columbia	D	Ball	3	90.00	545 50	Expert	D	"	2	55.00

RUDGE DEPARTMENT, AT BOSTON.

1 45	Expert Columbia	Enameled	Ball	3	\$85.00	26 50	Rudge Light Roadster	Enameled	Ball	3	60.00
2 42	Standard Columbia	Painted	"	3	35.00	29 50	Invincible	"	"	1	90.00
4 50	Rudge Roadster	Enameled	"	3	75.00	31 58	Rudge Light Roadster	"	"	2	100.00
5 50	"	"	"	4	75.00	32 54	"	"	"	3	95.00
8 50	Rudge Light Roadster	"	"	2	100.00	33 55	"	"	"	4	90.00
10 50	British Challenge	"	"	2	75.00	34 55	"	"	"	2	95.00
15 52	Rudge Light Roadster	"	"	3	95.00	39 45	"	"	"	1	110.00
19 52	British Challenge	"	"	3	70.00	40 54	"	"	"	1	120.00
21 53	Rudge Light Roadster	"	"	2	100.00	41 50	"	"	"	1	120.00

SECOND-HAND TRICYCLES, AT BOSTON.

No.	Class.	Con- dition.	Gear.	Price	No.	Class.	Con- dition.	Gear.	Price
254	Columbia Two-Track	"	3	\$100	285	Columbia Tandem	"	2	47
277	Gentlemen's Roadster	"	3	52	286	"	"	2	47
278	" Light Roadster	"	2	47	287	" Light Roadster	"	2	47
283	" Ladies' Two-Track	"	1	44	288	" Gents' Roadster	"	3	52

RUDGE DEPARTMENT, AT BOSTON.

2	Crescent Tandem	"	1	54	5	Humber Tandem	"	1	54
3	"	"	1	54	6	Cripper Tricycle	"	2	54
4	Humber	"	1	54	9	Crescent Tricycle	"	1	54

No. 1, only shopworn. No. 2, condition denotes scarcely used, and as good as new. No. 3, tires and bearings in very good condition; finish slightly worn. No. 4, tires and bearings showing wear, and finish marred. No. 5, tires, bearings, and finish considerably worn.

CLASSIFICATION OF FINISH.

A Every part nickeled. B Felloes painted, balance nickeled. C Felloes and spokes enameled, balance nickeled. D Perch, forks, felloes, and spokes enameled, balance nickeled. E Perch, forks, and felloes enameled, balance nickeled. F Perch, forks, steering-head, felloes, and spokes enameled, balance nickeled. G Perch, forks, and felloes painted, balance polished. H Felloes enameled, balance nickeled. I Wheels enameled, balance nickeled. K Perch, forks, and wheels enameled, balance nickeled.

SECOND-HAND BICYCLES, AT CHICAGO.

No. Size.	Class.	Finish.	Bearings.	Con- dition.	Price	No. Size.	Class.	Finish.	Bearings.	Con- dition.	Price
1 42	Columbia Safety	Enamel	Ball	2	\$90.00	41 42	Columbia Standard	Enamel	"	2	30.00
3 46	" Standard	"	"	3	35.00	42 54	" Expert	Nickel	"	2	95.00
4 45	" Light Roadster	"	"	3	25.00	43 51	" Light Roadster	1-2 Nickel	"	2	100.00
5 49	" Expert	"	"	2	90.00	45 50	" Expert	Enamel	"	1	95.00
6 50	" Light Roadster	1-2 Nickel	"	2	85.00	48 55	" Light Roadster	Enamel	"	2	95.00
7 51	" Expert	Nickel	"	2	85.00	49 54	" Expert	"	"	2	80.00
9 54	" Standard	Enamel	"	1	50.00	50 54	" Volunteer	Nickel	"	3	60.00
10 54	" Expert	"	"	2	85.00	52 54	" Standard	Enamel	"	2	85.00
11 54	" Expert	"	"	2	90.00	53 52	" Expert	"	"	3	35.00
13 50	"	"	"	2	90.00	54 52	" Expert	"	"	2	60.00
14 56	"	"	"	2	90.00	55 58	"	1-2 Nickel	"	2	75.00
15 56	"	Nickel	"	3	80.00	57 50	Royal Challenge	Enamel	"	3	45.00
17 58	" Expert	Nickel	"	2	75.00	58 52	Royal Premier	"	"	2	75.00
18 58	"	"	"	2	75.00	59 52	Victor	"	"	2	80.00
20 60	" D. S. Lt. Roadster	1-2 Nickel	"	1	90.00	61 50	Premier	"	"	3	60.00
21 50	" Expert	Enamel	"	3	70.00	62 56	Extraordinary Challenge	"	"	1	60.00
22 52	"	"	"	2	75.00	63 56	Rudge	1-2 Nickel	"	2	55.00
23 52	"	1-2 Nickel	"	2	90.00	64 50	Victor	Enamel	"	2	85.00
25 49	" Light Roadster	Enamel	"	2	95.00	65 50	Premier	"	"	3	45.00
27 55	"	"	"	2	90.00	67 45	Star	"	"	1	95.00
28 51	"	"	"	2	95.00	68 50	Apollo	"	"	3	95.00
30 54	" Expert	Nickel	"	2	80.00	70 50	American Challenge	Enamel	"	2	40.00
32 55	" Light Roadster	"	"	2	95.00	71 54	Harvard	"	"	2	60.00
33 54	" Expert	Enamel	"	3	65.00	73 42	Ideal	"	Parallel	3	20.00
34 50	"	1-2 Nickel	"	2	90.00	74 46	"	"	"	2	25.00
36 51	" Light Roadster	"	"	2	90.00	75 50	Victor	"	Ball	2	70.00
38 54	" Expert	Enamel	"	3	75.00	76 54	Spalding	"	"	2	75.00
40 55	" Light Roadster	1-2 Nickel	"	2	90.00						

SECOND-HAND TRICYCLES, AT CHICAGO.

Condi-					Condi-				
No.	Make.		Bearings.	tion. Price.	No.	Make.		Bearings.	tion. Price.
78	Columbia	Three-Track	Ball	2 \$50.00	82	Quadrant	Ball	2	90.00
79	"	Two-Track	"	2 100.00	83	Ranlagh Club	"	2	75.00
80	"	Ladies' Two-Track	"	2 110.00	85	Coventry Rotary	"	2	95.00
81	"	Racing, '86 pattern	"	1 50.00	86	Columbia Tandem	"	2	210.00

CONDITION—No. 1, only shopworn. No. 2 condition denotes scarcely used, and as good as new. No. 3, tires and bearings in fairly good condition; finish marred. Any of the above machines will be sent on approval if freight charges both ways are prepaid.

POPE MFG. CO.,

COLUMBIA BICYCLES AND TRICYCLES.

79 Franklin, corner Arch Street, Boston, Mass. RUDGE DEPARTMENT—152 Congress Street, Boston.
Chicago Office, 291 Wabash Ave.



\$1.00 a Year.
5 cents a copy.

BOSTON, 24 AUGUST, 1888.

Volume XVII.
Number 17.



Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

SPECIAL.

All Advertisements in this Department 20 cents a line.

SPALDING RACER, 56-inch, in perfect order; holds L. A. W. N. Y. S. Championship, 1886. Cost \$140; \$60 gets it. **BROWN, RHEUBOTTOM & CO.**, Weedsport, N. Y.

10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write C. H. METZ, Utica, N. Y.

FOR SALE—One Lady's Columbia Two-Track Tricycle; one 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address **PALLISTER BROS.**, Ottumwa, Iowa.

GREAT BARGAINS—Rudge Crescent Tandem, new last year; in excellent condition; \$140 cash. Columbia Tandem, new last fall; in excellent condition; \$175. Bicycles from \$25 to \$100. Send for list. The above Tandems to be sold before Sept. 1st. **WHITTEN & CO.**, Providence, R. I.

FOR SALE—New Columbia Light Roadster Tricycle, \$130. New 55-inch Columbia Light Roadster Bicycle, \$100. **T. B. RAYL & CO.**, 112 and 114 Woodward ave., Detroit, Mich.

TRAVELER TANDEM, in good order; cost \$280; \$100 buys it. **BROWN, RHEUBOTTOM & CO.**, Weedsport, N. Y.

BARGAINS IN BICYCLES. 50-inch Springfield Roadster, A1 condition, \$55.00. 52-inch Rudge racer, A1 condition, \$30. 56-inch enameled Expert, A1 condition, \$65. 56-inch enameled Expert, almost new, \$80. 50-inch nickle Expert, \$50. Rudge Safety, triangle form, \$75. 51-inch Special Star, nearly new, \$80. 50-inch Columbia Light Roadster, \$85.00. Address **C. A. TITCHENER**, Binghamton, N. Y.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 24-hand; Victor Bicycle, 24-hand; New Rapid, 57-inch, 24-hand, with ball head. For prices and description address at 6 East Fourth st., the **CINCINNATI BICYCLE CO.**, A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address **MANHATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.

WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete wheel



REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave., BOSTON, - - - MASS.



L. A. W. BADGES,

For Gold Pins of the Official

Design, send direct to

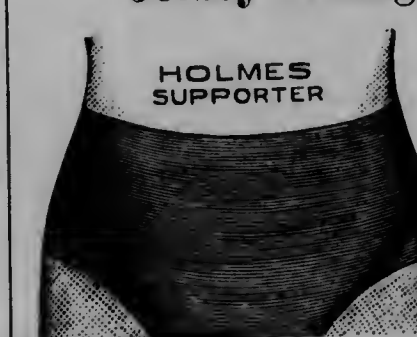
CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

Jersey-Fitting Supporter.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them. Price, \$1.00.—Will send by mail on receipt of 10 cents.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—One S. S. Tricycle; lamp, bell and tools. Price \$80. One latest Marlboro' Tandem; good as new. Price \$190. **E. P. BURNHAM**, Park street, Newton.

FOR SALE—52-inch New Mail; balls all round; run about 200 miles; cost, with cyclometer, \$140; new this spring; will sell for 125, as I want a larger wheel. "X" care Geo. D. Hazard, 83 Equitable Building, Boston, Mass.

56-INCH Royal Mail; full nickel; first-class condition; King of the Road hub lamp, cyclometer, luggage carrier and bell; everything complete. \$60. **W. R. SANDERS**, Pavilion, N. Y.

WANTED—First-class 50 and 56-inch Bicycle, second-hand. Columbia preferred. Address **W. W. ALLEN**, Burton House, Hurley, Wis.

WANTED—50 or 52-inch enameled Bi. cheap. **D. BRAINARD**, Hingham, Ct.

FOR SALE OR TRADE—Columbia Tandem; run two months; fine order; cheap; or will exchange for wheel or wheels. Address **C. E. DAVIS**, Wapakoneta, Ohio.

\$65 WILL BUY a 54-inch Victor Roadster, in good condition. Apply at once to **FRANK S. HEARD**, Hagerstown, Md.

HERE! BARGAIN—52-inch Victor Bicycle; nickel finish; A1 condition. Price \$75. **H. B.**, Lock Box 50, Wappingers Falls, N. Y.

SPARKBROOK CRIPPER; perfect condition; low price. **A. G. POWELL**, 1219 Callowhill st., Philadelphia.

FOR SALE—A 52-inch Expert Columbia Bicycle, in good condition, cheap for cash. **F. H. ROBERTS**, Collinsville, Ill.

FOR SALE—Springfield Roadster; good as new; only ridden a few miles; '88 pattern; ball bearings; good reasons for selling. \$35 cash, not including express. Address **GEORGE D. HAZARD**, 83 Equitable Building, Boston, Mass.

FOR SALE—One New Rapid Safety Bicycle, entirely new. **E. C. RICE**, Port Deposit, Md.

FOR SALE—50-inch Oxford, \$45; 52-inch Rudge, \$55; 54-inch British Challenge, \$40. **A. J. KOLP**, Scranton, Pa.

STOLEN.

VICTOR SAFETY, No. 191, 1887 Pattern.

Had no mudguard and foot rests. The frame on saddle was broken. Liberal reward paid for its return.

Address **HERBERT STAPLETON**, 121 West Water street, Milwaukee.

BUFFALO

World's Tournament

Entries Close,

AUGUST 27th.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

Complete Electric Bell Outfit.
ONLY \$3.00.

I am selling the best outfit in the market. One improved nickel plated Bell, one cell Leclanché Battery, 75 feet best office wire, push button, staples, and complete instructions for putting in operation. Packed in neat box, with sliding cover. Sent on receipt of price.

J. O. WHITEMORE,
Fairfield, Me.

READ THIS!!!

D. W. L. BATTLES,
Dentist,
Union Block,
GIRARD, Pa., Aug. 16th, 1888.

L. H. JOHNSON, Esq.:
Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning. I am well pleased with it, as it fully comes up to my expectations. Yours very truly,
W. L. BATTLES, D.D.S.

FULL LINE OF SPECIAL BARGAINS

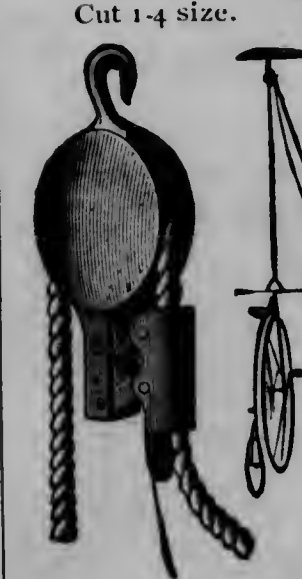
In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

LLEWELLYN H. JOHNSON,

401 and 403 Main St., - ORANGE, N. J.
Telephone 93.

BICYCLE HOIST.

(Pat. applied for.)



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary. Saves flattening of tires.

Send for circular.

Price \$1.50.

Discount to Dealers.

LINCOLN HOLLAND & CO.,

Worcester, Mass.

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

15 cents per copy; 7 copies for \$1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston.

L. A. W.

SEND 2 CENT STAMP

—TO—

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest illuminated Calling and Address Cards published in L. A. W. design.

Are you going to Buffalo? If so you will want a pack of these cards.

Attention.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers this book free on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - - MASS.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Klox, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside. Thickened Metal at Bottom.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.
Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the *Bicycling World Co.*, as heretofore.

TO ADVERTISERS: The circulation of the *BICYCLING WORLD* AND *L. A. W. BULLETIN* is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us YOUR patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 24 AUGUST, 1888.

EVERY voluntary organization is a law unto itself. It can make and unmake laws at its pleasure. We fail to see, therefore, the point of the *Wheel's* argument when it declares the new Constitution to be "unconstitutional."

THE American team has arrived in this country, and we are advised by Manager Morgan that he is ready to make satisfactory terms with clubs and associations which may wish to have the members of the International championship team appear at their race meetings. See advertisement in another column. All communications should be addressed to "Senator" Morgan, care of this office.

AND now the *Athlete* takes a fling at the new Constitution, and gives what it calls the "inside history" of the Constitution's birth. Here is the "inside history" as given by the *Athlete*:

"The cold facts are that two of these 'three intelligent gentlemen' had the interests of the League so vitally at heart that they gave the Chairman of their committee no assistance whatever previous to the first publication of the document. The Chairman, after waiting until he could wait no longer for some communication from the other members of the committee, sat down at his desk and dashed off the Constitution as it was first printed, between 11 P. M. and bedtime!"

As we happen to know a little of the "inside history" of this document we think we can show up the absurdity of the *Athlete's* story in no better way than by giving the facts. The Re-organization

Committee met in Buffalo last winter. Three of the four members were present, as also were President Kirkpatrick and Secretary Bassett. The Chairman, Mr. Luscomb, presented a draft of a new Constitution, and so did Dr. C. S. Butler. The committee worked two days over the business of making one code by selecting the best from the two that were presented. The President and Secretary also offered valuable suggestions, and Mr. W. S. Bull lent his aid. The document is not the work of one man but of many, and the midnight yarn of the *Athlete* is of the stuff that dreams are made of.

"SENATOR" MORGAN IN BOSTON.

WITH overcoat on arm and satchel that showed evidences of hard travel a sun-browned man, clad in clothes of an English cut, walked into our office last Tuesday, and before we could realize that the individual had opened the door our hand was clasped in that of "Senator" Morgan, and our hearty welcome was extended to the successful Manager of the American team. A telegram had already advised us of the arrival in New York of the American and the European contingent of cyclists, and so we were not so much surprised as we might have been. We at once asked the "Senator" why he had not notified us by cable the day of his sailing, as promised. "Why," said the "Senator," "I did write the cablegram, or board the tender at Liverpool, and gave it to a friend to send, and I cannot for the life of me understand why it was not sent."

"I am glad to get back to the States, and I was sorry to leave dear old England," continued the "Senator." "The Continent is a pleasant place to travel through, but I would not like it as a place of residence."

"We have had a splendid trip, and it is one of the pleasantest things to know that our efforts to please our patrons on the other side have been appreciated, and that our leaving there has caused regret."

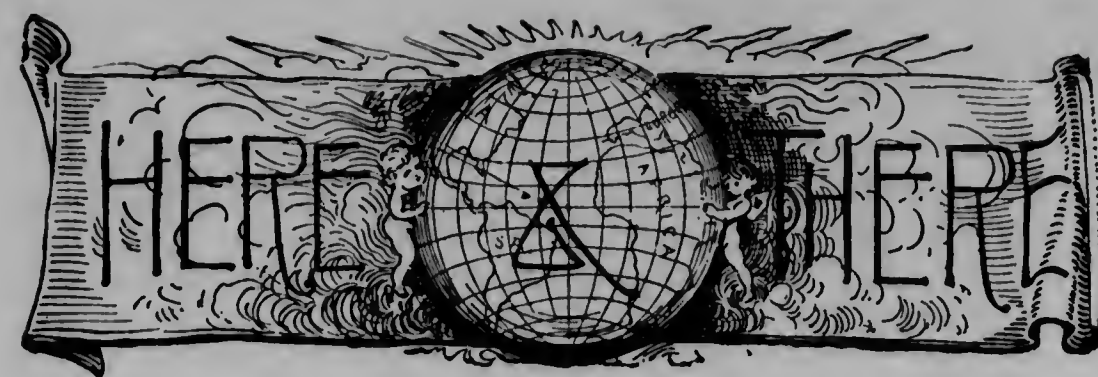
In reply to a question as to why Howell did not come, the "Senator" replied: "Howell will probably sail on the 18th, that was the understanding at the time of our leaving." We congratulated the "Senator" on the achievements of the members of his team and especially those of Temple. "Yes," he replied, "we have nothing to be ashamed of. Temple's record is without parallel, and the way he did up Howell four time within four days was a brilliant winding up, and one of which we are proud. The manner in which he romped away from his men in the last race he ran in England proved his superiority over England's best men beyond a shadow of a doubt. He is most popular among the masses, and the appearance of the merry little Yankee and his success was the signal for the most hearty applause."

The history of the past eighteen months of the team's successes in Europe are no doubt fresh in the minds of the readers of the *World*, as this paper has faithfully chronicled its doings from time to time. The members return to this country with the flush of victory and success still on them, and eager for the fray on this side.

As to the members of the European contingent, Mr. Morgan said: "I believe Lee to be the best man in England, and he is ready to establish the claim in case R. Howell chooses to dispute it. In fact he has lately beaten Howell six times in succession, and he has beaten both the Woods, and other crack English and American riders (Temple excepted) repeatedly during the past month, thus establishing his claim to being the fastest English rider at the present time without a doubt. As to F. W. Allard, his name is not unknown as being a successful rider on an American track, he having ridden to victory as an amateur at Springfield in 1885. Since then he has won every safety championship in England, and he has also been very successful as a tricycle rider. In fact on these two machines it is hard to find his peer. Allard is now a full fledged professional having joined the professional ranks at the polite suggestion of the N. C. U. At the same time the hint was given Mr. Allard by the N. C. U. they also made a like suggestion to J. Lee."

The French representative, Jules Dubois, has blue blood in his veins, being a direct descendant of General Dubois, a distinguished soldier who fought under Napoleon I. in the Spanish and Italian wars. As a rider he stands at the head of the French profession, holding most of the French bicycle and tricycle records. He is of most pleasing manner, and is grit to the backbone. His endurance in keeping up a hot and steady pace is wonderful.

Taking all in all the representatives brought over are from the cream of the European profession; that they will establish themselves in favor with the American cycling public we have no doubt. We extend them a hearty welcome, and we bespeak for them treatment such as will make a lasting and pleasant impression on their minds in the future.



NOTES BY

THE "CAVILER."

Don't talk to me about the unfeminine practice of a lady riding a bicycle. I, myself, have a large bump of prejudice, and it sometimes swells. It especially asserts itself when I see a lady do anything "mannish." "A lady on a bicycle," good heavens!" exclaims that dear old fuss of a woman, Mrs. Grundy. Of course the imagination is at once fired by the mind picture of the lovely Miss — in Bloomer costume astride of an ordinary, or if not in Bloomer attire, then—! Oh well, my sense of modesty forbids me to paint the awful possibilities in case of the retention of the usual lady's apparel. I am glad to say that all the fears of our being shocked and all the proprieties being violated are without foundation. I know Harry Corey by sight, and I was therefore pleased to meet that gentleman and a lady, whom I took to be Mrs. Corey skimming along the road on a tandem bicycle. The lady rode gracefully and fast, without apparent effort. I was on an ordinary, and though I am no scorcher still I manage to keep up with the procession, yet the pace Mr. and Mrs. Corey were travelling did not admit of any loading tactics on my part. I was much pleased to see this pair, as it was my first sight of a tandem bicycle with a lady as one of the riders.

I HOPE it will not be long before these lady's bicycles will be a more familiar sight. One thing I like about them is that the bicycle compels the lady to be graceful, because the position of the rider must be one more vertical than is usually adopted when riding a trike. While on the subject of feminine grace (of which I am an admitted judge), I want to propound a riddle, and that is, why will the majority of lady tricyclists persist in riding a saddle too far back and too low down, and why do the same majority ride with the handles so high that the chin is in danger of knocking against the handlebar? I have noticed these faults so often, and many times on meeting a pretty girl riding a badly adjusted machine, I have been tempted to speak up and try and prevail on her to assume a normal and more graceful, upright position. "Drop the handles and raise the seat and turn your toes in" is my urgent advice to those fair ones who now ride "all in heap."

SPEAKING of the lack of grace and beauty, the fair sex are not alone in the want of it in riding. The other day I saw an object mounted on a bicycle coming towards me, his legs looked like this, (). How many of these fellows you do see in a day's ride. The "object" I especially allude to wore the uniform and badge of one of our best known clubs—I won't say what club. Now I know that bow legs cannot be helped in some cases, but the many who ride like this () are in fault themselves, they turn their toes out, consequently the knees go out also; result, extreme awkwardness in appearance and a vast loss of power. "Dear reader," watch your toes and see that they do not turn out or in further than your heel. To use the expression of an old rider, "rub your forks with your knees if you ride an ordinary." We don't all ride ordinaries, but we can keep our legs straight so that when we are "end on" we won't look as if we were trying to make our lower limbs form the letter "O."

Now, Mr. Editor, you must prepare yourself for a magnificent, large fish story, for is not "the only" Dr. Kendall and a party of of choice comrades about to invade the briny depths in the neighborhood of Scituate, and then and there to try, endeavor and attempt to inveigle the festive though confiding cod by means of tempting bait? I notice the Doctor promises that "good spirits" will be taken along. I am glad of this assurance on the part of the Doctor, as I know him to be a judge of "good spirits." Had he been careless and allowed common every day "Jersey lightning" to be taken along I fear the captured fish would have been so numerous and of such vast proportions that even my capacity for swallowing fish stories without a wink would have been tested to the utmost.

I now understand why Friend Emery was in such a state of excitement the other day. He and Prial have a four-page fuss in the last issue of the *Wheel*. Right on the heels of this, vague rumors of secedings in the New York Division reach my ears.

Growlings and mutterings, portentous and sublime, indicate that the mountain is in labor. I sincerely trust that the mouse may survive if it is brought forth at all, but I doubt its ability to survive. A certain New York man gave me "the tip" on this point the other day. All I have to do is to brace myself and breathlessly wait for the supreme moment.

I MET the "Senator" at his hotel the other day, and I at once began to "gather him in," but he congealed my efforts by stating that "the editor of the *WORLD* had pumped him dry." I think this is poaching on my "exclusives," and I am naturally and properly indignant that the material for a first-class interview had been taken away from me so unceremoniously. The "Senator" looks quite English, and he seems happy over the history of the past and the prospects for the future.

PORKOPOLIS NOTES.

"STAR."

WITH those to whom the beaten paths generally pursued by wheelmen have grown somewhat chestnutty the following routes may meet with favor among Cincinnati wheelmen: First, going by way of the Harrison pike, turn to the left at the seven-mile house just beyond Cheviot and take the State road through Bridgetown and Dry-Ridge to Cleves, distance, sixteen and one-half miles from Ninth and Race. This latter road is in fair condition, and can be ridden without a dismount, the grades are all easy except the one going down into Cleves, which is so steep that the brake will hardly hold the wheel. From this point to Miamitown the distance is six and a half miles over a road on the west side of the river, for a mile of which the *walking* is excellent; return by Harrison pike—distance, fifteen miles—or from Cleves to Delhi—five and one-half miles—and from there to starting point—twelve miles. Dinner can be had at Delhi at the boarding house of a Mrs. Smith. Another, going by way of Colerain pike, take the Blue Rock Pike, which is the second road that turns to the left just after leaving Mt. Airy. This road leads through White Oaks and Barnesville to New Baltimore and the Big Miami, distance, fifteen and one-half miles. By the beginning of September this latter road will be in fair condition. There are three steep hills, but they are not much over one hundred yards long. The last coast is a duplicate of the hill going into Cleves, only a little bit more so. From the foot of this hill, however, there is a stretch of over two miles that is a gradual down grade, and nearly the whole distance can be coasted. From New Baltimore to Miamitown turn to the left at each intersection. The road is gravel, no grades to speak of, and is in tolerable condition—distance, six miles. One advantage in these routes is that the longest part of the journey is taken before dinner.

It costs \$10.00 now to ride on the sidewalks of Carthage or Hartwell.

SOME local wheelmen have lately been taking in Coney Island instead of attending their club runs. Wonder what the attraction is?

THE second road race for the medal offered by Mr. A. A. Bennet is off for the present, to the great disappointment of Levy, Greenwood and other fast young men.

BARNEY KLUM, who was so unfortunate at the Baltimore meet, recently met with another accident. He took a header on Race street and—disarranged his bangs.

FIVE wheelmen from Jacksonville, Ill., visited our city August 15. They intend to visit Mammoth Cave, Ky., and to tour through Southern Indiana and Illinois to St. Louis.

By omitting the street and number in mailing the tickets for the Ohio Division election, several local wheelmen failed to get their tickets and considerable dissatisfaction is the result.

THREE members of the Cincinnati Bicycle Club who were caught in the rain at Arlington on Sunday, August 12, were taken in out of the wet and handsomely entertained by Mr. Millholland.

It has been suggested that the Centennial Commissioners set apart a certain day as bicycle day, and that all neighboring wheelmen be invited to attend and participate in a grand wheelmen's parade.

A PECULIARITY in regard to that Miamitown cow has lately been remarked. It is only when milked by certain persons, who shall be nameless, that her milk possesses that exhilarating effect and highly prized flavor.

HERMAN HUSEMAN, whilst riding the tow path near Chesterpark, took a header into the canal. After fishing out his wheel, he hung

his clothes on some bushes, and then hid in the shrubbery for over three hours, while his togs were drying.

A CERTAIN wealthy and public spirited citizen proposes, in the near future, to build a club house for the Cincinnati Bicycle Club, which he will lease to them at a moderate annual rental. The details have not been decided upon as yet, but this much is known, the building will be three stories and a basement, and will contain a commodious wheel room, bath rooms, reception room, billiard room, gymnasium, reading room, smoking room, dressing rooms, sleeping rooms, etc. The C. B. C. boys are evidently playing in luck.

PENNSYLVANIA.

"ARIEL."

YOUR St. Louis correspondent has gotten himself into hot water, Mr. Editor, by his insinuation that Wells sent a bogus telegram in order to crawl-fish out of the match with Greenwood. Wells is justly indignant over this assertion and told me to-day that he had sent you the original message. He does not believe that Greenwood ever said anything to that effect, and certainly the latter wants to clear himself of the charge about as quickly as he knows how. Mr. Wells was *not* fit to ride, whatever Mr. "Linneus" may have to say about it. I saw him, myself, and he was a badly used up man.

FOUR big men in a boat is the latest development of the Reading B. Club, Scheele, Wilhelm, Roland and —, and they are ready to take odds that no cycling club in the country can beat them on water. They row in the Columbia regatta next week.

THE Tioga Cycling Club are going to hold a race meet on Saturday, Sept. 29th, on the three-lap track at Tioga, which is to be the race meet of the year here. Mr. Geo. D. Gideon is Chairman of the committee in charge of the affair, and no more need be said about its being run as it should. Full particulars later on.

THE club tandem bicycle of the Century Wheelmen, which has been laid up for repairs during the last three weeks, is once more in use, and great is the joy thereat among the members, who have fair friends, these moonlight nights. Lieut. Shaffer, they say, has a great weakness for the tandem, when the front seat has a wheel-woman upon it.

ON Saturday a delegation from the Pennsylvania Bicycle Club started on a two weeks' bicycle tour up to the northern part of the State. They go by way of the Water Gap to Dingman's Ferry and Pike County. Messrs. Harper, Longacre, Battersby, Harvey, Hall, Single, Grigan and Kohler comprise the party, which is under command of Lieut. Kohler.

READING is doing well in cycling this season. I ran up to that city over Sunday and dropped in at the rooms of the Reading Bicycle Club, which are on Penn street above Fourth, and are as nicely arranged and furnished as any club rooms I have seen for a long while. The club members are all greatly exercised at Wilhelm's defeats by Halsted at Lancaster and New Castle, and one of them, who was at the latter place, said to me: "Ah, if the race had only been a little longer, you'd have seen how Irv would have beaten him!" "Yes," said I, "and if the dog hadn't gone to sleep he'd have caught the rabbit!" Wilhelm is training hard for Buffalo and expects to lay Halsted out there. He never was in such condition in his life, they tell me, and if the Harlem man beats him now they'll give in that he's the better man. But he'll have to work to do it. Irv Wilhelm is a hard man to beat, and if careful preparation and a hard race can avert a *third* defeat why it's going to be done.

MESSRS. LUKENS, Allen and Geyler, of the Luray tourists, returned home from Harrisonburg, Va., by train. They report the Shenandoah Pike in poor condition, owing to newly metaled roads. Messrs. Shaffer and Bonnett rode up the Cumberland Valley on their bicycles, returning to Philadelphia by way of Harrisburg and Reading. They reached the city on Saturday. I had expected to meet them at Reading on Saturday night, but they had gotten a day ahead on their programme. I was disappointed in my charitable object of piloting them over the best bits of roads we have in Reading, and as the Reading Club has almost entirely given up club runs I had to wheel it alone. I spent a couple of hours down toward the Oley Pike, but found the roads in poor condition, with lots of new stone on them. Nevertheless, the old familiar places seemed real to me. Here's where Potter and Billy nearly busted themselves over my practically illustrated argument that you *could* take a header from the Facile. It was my first attempt at coasting, and I coasted squarely into a ditch. Yonder, below the Black Bear, is where we put Schmidt through the mount and dismount on

his new 58-inch Victor, when the big Captain's evolutions would have made an acrobat grow green with envy. Well, well! turn home again, old wheel, for those days are in the storehouse of the past, and the old friends have gone forth into the world.

BUFFALO.

"MERCURY."

I WISH to impress upon the minds of all wheelmen who intend visiting Buffalo during the coming tournament with the importance of bringing their wheels. Firstly: Buffalo, with its fifty miles of asphalt streets, and its beautiful park roads, is a veritable wheelmen's paradise. Secondly: The track and fair grounds are three miles and more from any hotel; the walk is long, and under a hot, sweltering sun, very disagreeable; a ride in a crowded street car (and you may depend upon it, they will be packed), is far from comfortable. How much more pleasant it would be to mount your wheel, ride up Ellicott street, over Chippewa and up Main to E. Ferry, and out E. Ferry to the grounds; a continuous run of asphalt with the exception of two short blocks (Chippewa street, which will be spread over with tan bark). You will arrive at the grounds in a much shorter time, and also avoid many unpleasant happenings that are invariably connected with the modern street car. Thirdly: Captains Hanenstein and Hotchkiss, of the Rambler and Buffalo clubs respectively, are arranging tours to Niagara Falls, Lewiston, Angola, Bowmansville, Lancaster, Hamburg, and other equally pleasant places to which our cycling guests are respectfully invited. The roads, with one or two exceptions, are very good. Lastly: You are *earnestly* requested to bring your wheel. The committee on parade are using every effort to make this parade the cycling event of the season, and hope that every visiting and local wheelman will participate. Arrangements have been made with the railroad companies to carry wheels free of charge; there is no reason why the wheel should not be included in your necessities. The little trouble if any that you will have will be fully compensated by the enjoyable time spent riding. Do not depend on renting a wheel; the majority of rented wheels are back numbers, and the pleasure of wheeling is lost when you ride a "bone-shaker."

A MEETING held August 12th, at which Mr. Bidwell (Chief Consul), Mr. Bull (Vice President of the L. A. W.), and H. E. Ducker (General Director of the World's Tournament), were present, it was decided to change the date of the parade from the 1st to the 2d of September, thus giving wheelmen more time to arrive and participate in the parade. It will be divided into three divisions: the first will include the New York State Division, the second the L. A. W. wheelmen other than the New York State Division, and the Canadian Association, and the third all unattached non-League wheelmen. C. W. Adams, 132 College street, Buffalo, has been appointed Adjutant of the parade, and Captains of clubs which intend to participate are requested to write him at once and obtain full information as to details of route, etc.

GEO. BUCHHEIT, JR., of the Ramblers, took a very serious header, while coasting on the Thayer Hill, near Brockton, bruising one side of his face and body in a horrible manner.

ROWE and the other fast 'uns express themselves as well pleased with the track, which is now in the pink of condition.

TICKETS granting the holder permission to use the track for practice have been issued, and can be had from H. E. Ducker, Chapin Block; L. H. Rathmann, Room 13, City Hall; and Mr. Bowen, Main street, near Chippewa street.

CHICAGO

ITEMS.

CYCLING matters are a little quiet here at present, as compared with the excitement of the past four months. Many wheelmen are away on their vacation, while those who are not are keeping themselves pretty much out of sight. The awakening is expected at the occasion laid out for August 25th, when the Division Board of Officers holds its meeting here.

QUITE a party is beginning to make arrangements to attend Buffalo next month, and I think that the Chicago contingent will prove to be much larger than expected.

FOURTEEN cycling clubs in Chicago; just think of it! The members of most of these clubs would undoubtedly get better returns for their time and money by advocating consolidation with some of the larger clubs.

A SCHEME for consolidating the Chicago and Lincoln Clubs, and perhaps the Fort Dearborns, is afloat. A combination of these three clubs would be very powerful, and the harmony resulting from such a union would further the good of the sport.

SECRETARY SCHMIDT reports a large demand for the road books published by his club. All who have not secured a copy should send him fifty cents at once (address 103 Adams street) before the edition becomes exhausted. It will be found invaluable on all tours.

THE L. A. W. election in this State proved a disappointment to a great many who worked hard for Oliver's election. Tom Roe was determined to run, even without support, the result being that all of Roe's votes were detracted from Oliver's side, and Mr. Davis was elected, the split in the opposing ticket making Davis the only one of his ticket that was successful, Oliver's ticket having a sweeping majority, with the exception of himself. It is to be hoped that Davis will make us a good Chief Consul, but those who know him best have doubts of his ability to do this.

I AM sorry not to see more of our strong riders, especially members of other clubs, joining the Chicago Club. This club has a fair membership, it is true, and they are all of the most substantial sort, it is conveniently situated in the heart of the city, has elegantly furnished rooms, is well officered, and the dues are not unreasonable, benefits and privileges considered. Half an hour or more can be congenially spent at noons, and the club is the most forward in the city when it comes to evening amusements, socials, dances, etc. The Captain, Burley Ayers, said that all runs hereafter, would be at a pace that would accommodate the most conservative riders, and in future no one would be left behind.

A NEW club, known as the Cheltenham Athletic Club, was organized August 9th, and over fifty members have been obtained already; all cyclists so far. The officers are as follows: Wm. C. Thorne, President; T. T. Roe, Secretary-Treasurer; N. H. Van Sicklen, Captain; H. R. Winslip, Lieutenant. The club has control of the best quarter-mile track hereabouts, besides a fine club house and three or four acres of excellent grounds for athletic purposes. I understand that cycling, tennis, foot ball, lacrosse, base ball, cricket, and all classes of gymnastics, running, etc., will be cultivated, with a branch and Captain for each sport as the growth demands it. The dues are so nominal that a large and successful membership will certainly result. The club was organized and is officered by cyclists entirely. A challenge for a team race for any distance was officially sent to St. Louis at the last meeting of this club. The membership list is significant to any one who is well informed, as there is hardly a man among them who cannot make a mile under three minutes, with a dozen around 2.50, and three or four who can beat 2.45. If they do not capture all the prizes I am much mistaken.

MINNEAPOLIS NOTES.

"VERNON."

By the time this is published, our tournament will be a thing of the past. If it is not a success, nobody is to blame except the chief promoters of it. If they had taken more time, say six weeks, the meet could have been worked up in better shape.

ABOUT twenty-five Minneapolis riders rode out to the Couro Hill to meet the St. Paul boys, the 18th of Aug., but St. Paul failed to show up.

H. P. LEACHMAN returned from a trip to Chicago, 17 August. He seems to remember nothing about the trip, however. They must have very, very bad drinking water down there.

HARRY LACKOR, John and Harry Pritchett returned from their trip up to Alexandria, August 16. They report the roads very poor in some places. At one place they walked twenty-three out of twenty-eight miles. All three took the regular amount of headers, but never the less they had a good time.

E. J. HALE, Colie Bell, N. J. Reid, Geo. Thompson and Geo. Bartlett are camping at Lake Harriet. They are all in one tent, and talk about noise! The other campers are already talking of throwing them into the lake. They are out there more to get the benefit of riding on the boulevard, than to enjoy quiet camp life. They rise at 5 A. M., have a spin around the lake and take a good rub down and then run into town.

HARRY LACKOR, while coasting, struck a stone which threw him in among some tin cans, etc., in a farmer's wagon, while his wheel, not to get left, plunged under the wagon and was run over by one of the wagon wheels. Harry was not hurt, and only one spoke was broken out of his wheel. The farm wagon was quite heavily loaded, and so, considering all things, we consider that Harry and his little bike got off very easily.

H. P. LEACHMAN and Colie Bell are talking about publishing a book on the "Mysteries of the Draw Bridge." It is said they stood

on the "off" side of one, about a stone's throw from the depot, and saw three trains, bound for their destination, pull out without being able to get on board one of them. Eye witnesses say that the heat generated by friction, caused by the rapid and ardent sound of speech indulged in by this gentleman on that occasion, made the water under the bridge fairly boil and steam.

ST. LOUIS.

"LINNEUS."

Alton by wagon road. This trip has been seldom, if ever, made before, and Tivy deserves credit for reporting it.

ALL those that intend to go to Buffalo should notify Geo. Tivy, as I understand he has a special rate for a party of wheelmen who will go together.

CHIEF CONSUL BREWSTER, E. B. Kidson and others intended to start Saturday afternoon and spend the night at Maxwell and push on to De Soto Sunday morning, but the rain no doubt put an end to their trip.

RETURNS are all in for the election of officers of the Missouri Division, and the whole ticket was elected as nominated. A number of votes were cast for Consul J. C. Piggot for the Touring Committee and his name will perhaps be added.

DR. FRANK, one of the new members of the Missouri Bi. Club, is beginning to master the wheel in great shape. A trip to Bartold's, in company with Lieutenant Hildebrand is in contemplation, and before long Ballwin will be the objective point.

THE proprietor of the Galt House, St. Charles, Mo., writes that the rock road is in fine condition, and that he would like to see some of the clubs come over. No runs have been called to this place on account of the bad condition of the road for some time.

AB. LEWIS resigned the Captaincy at the last meeting of the Missouri Bi. Club, but it was not accepted and upon motion was laid upon the table. Too much work at business is the reason therefor, and not, as a party claimed, a "squib" in my letter a few weeks back.

MR. E. BARNARD was run down on the Jefferson avenue bridge Friday, August 10, and narrowly escaped serious injury. As it was his bicycle was smashed by the horse falling on it, and he escaped with a few bruises. Luckily he has the names of the scoundrels, and they will have to pay dearly for their fun.

SUNDAY, August 12, Ab. Lewis, Prof. Stone and L. C. Balkley made the trip down to De Soto. They found the road to be rough and hills badly washed in places, caused by the late heavy rains. They trained it back to St. Louis. The ride was greatly enjoyed by all, and full justice was done to the good things set before them at dinner at De Soto.

EUGENE VALENTINE, the Brooklyn flyer, was in town Friday and was taken in tow by some of the local wheelmen. His opinion of Kluge's speed is greatly at variance with that of "Ratchet's," who claimed Kluge could do 2.34 or better. Valentine stated that he did not believe Kluge could get under 2.40, and that the road was his forte, and not the track.

PERCY STONE's hand is getting along nicely, and although he has decided not to go to Buffalo he will take in the races to be given by the Knights of Honor at Fair Grounds next month. The amphitheatre's track is in horrible shape, but Percy promises to have it put in good condition. He will also take in the Kansas City tournament, having received a special request to be present.

THE Cycle Club are gradually having their house fitted up in elegant shape, and will soon rival any club house in the country. At their last meeting Secretary Mockler resigned and F. W. Seager, Jr., was elected to fill the vacancy. Hy Oellein did some cigarette smoking extraordinary lately, and as a consequence was rewarded by receiving a fine framed picture of Theo, which now adorns the walls of the club's parlor, for 340 wrappers of Duke's cigarettes. He still lives.

CONSUL PIGGOTT, of Booneville, writes: "In regard to rock roads, all that has been accomplished so far is a petition presented to the County Court to order an election to levy an assessment on property adjoining the proposed road, which will be done in a short while. The city has just put down one thousand feet of macadam, and will let the contract for as much more some time this fall." It is a pity that some of the other cities and counties in the interior will not follow Booneville's example, and build rock roads.

By far the most essential quality in a tandem next to ease of running and excellence of manufacture is
PERFECT PRACTICABILITY.

American Challenge Tandem

Which is the only tandem tricycle in the world that can be successfully run on

Every Sort of American Roads.

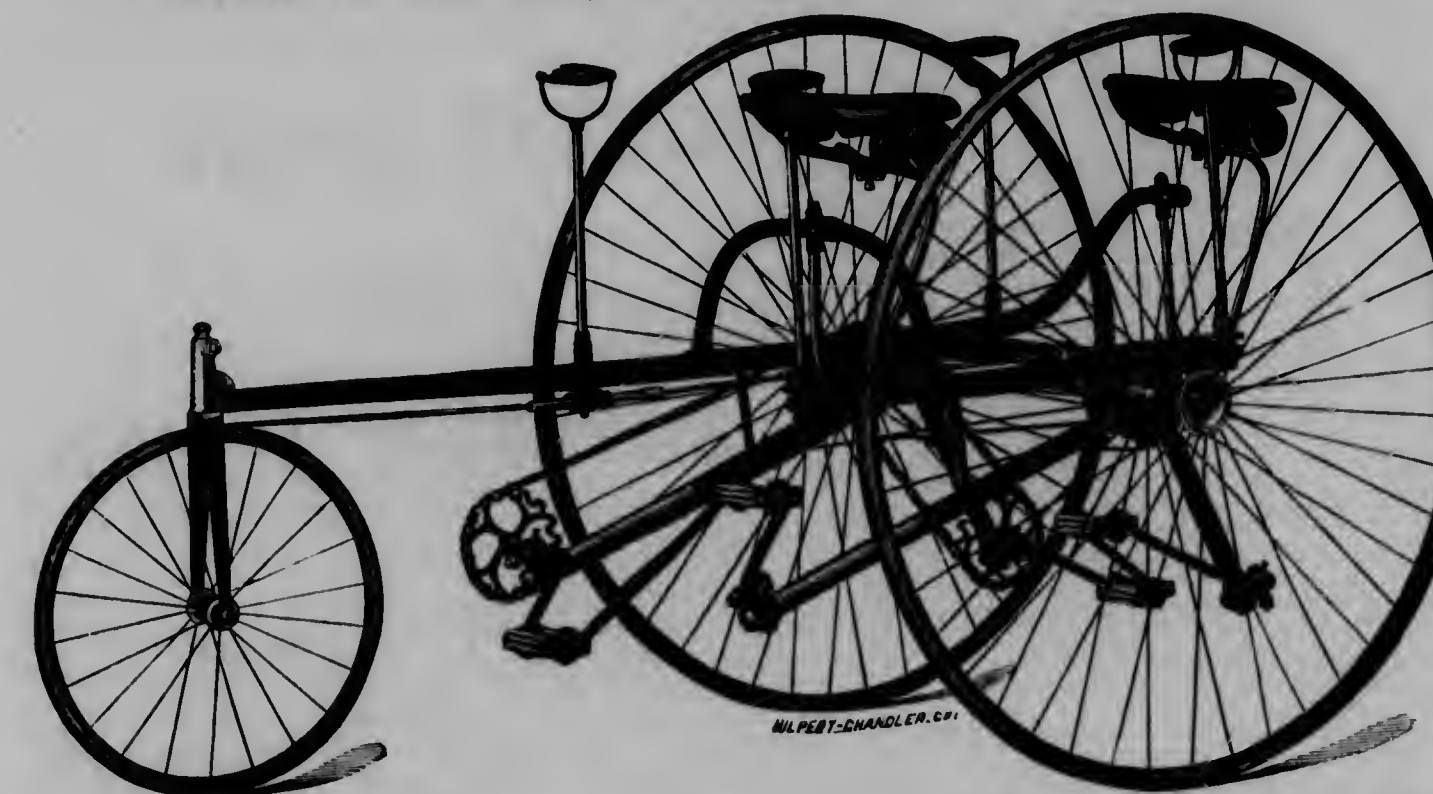
It can be steered, too, and braked by both riders, and can be ridden by two ladies.

Between the two riders is ample room for a child's seat, which we furnish at an extra cost of \$5.

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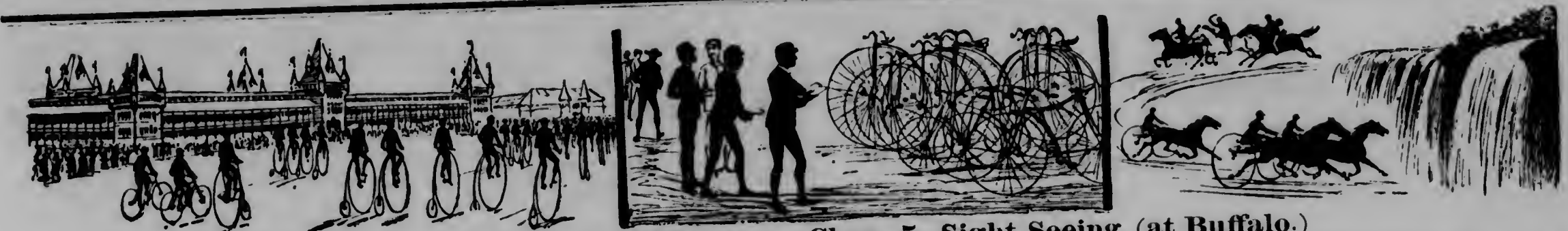


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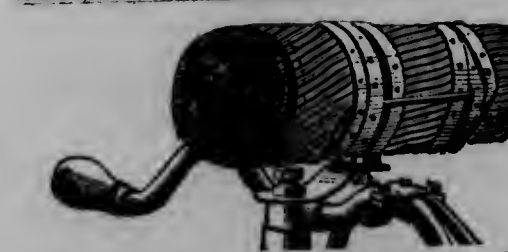
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Largest American Manufacturers of Cycles and Sundries.

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CUT THIS OUT and show it to your fellow wheelmen. It will no appear in every issue. Do you want a \$10.00 or \$5.00 Cyclometer? We will send you one Free, any make you desire, and this is this is the way we propose to do it: Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a \$10.00 Cyclometer. The numbers will be thoroughly shaken again, and a second number drawn, the lucky holder of which will secure a \$5.00 Spoke Cyclometer. Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it. Free. Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman needs a luggage carrier. There is none equal to the "Ross Improved"; fits either crank, Star or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes Carriers finely made and nickeled. Price only \$1.00. By mail \$1.10. In ordering be particular and state name of wheel and year of manufacture.

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Improved for 1888; making the most popular Handle on the market.

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SAFETY INDISPENSABLE. By Henry Sturmev. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1888. For sale by Bicycling World Co., 12 Pearl St., Boston.



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LT. MARLBORO'. \$180.

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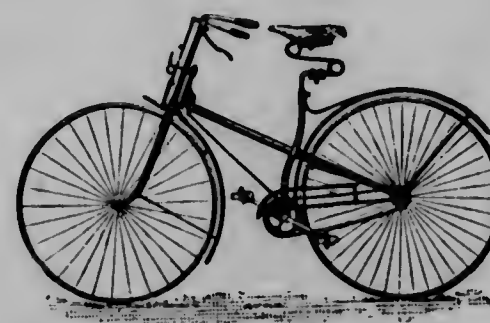
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LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.



For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

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The KINGSTON KNITTING CO., - - 27 Kingston St., Boston, Mass.,

Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited.

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Correspondence invited.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co., 12 Pearl st., Boston.

SUNDAY, August 5, a number of wheelmen were on top of the Western Hotel, Ballwin, from which an extended view can be had, and the United States signal pole, showing the highest point in St. Louis County, was pointed out to them, and also, the road leading to the place. Alex Massey, Harber, Holm and a few others immediately resolved themselves into a discovering committee, and taking the first mud road to the right west of Ballwin, which ran by acres of orchards, they soon reached the pole, and subscribed themselves thereon. This is the first time, I was told, that any wheelmen ever happened over this (Kerr's mill) road.

THE Chicago Referee, last week's publishes a challenge, signed by N. H. Van Sicklen and Tom Roe, to the St. Louis wheelmen to compete with a team on the Cheltenham Beach board track, a place where such men as Van and Roe have put in all their spare moments at training. This challenge has occasioned a good deal of talk, and it ought to be ignored entirely, as St. Louis wheelmen have repeatedly requested to be allowed to enter the Pullman road race, and were each time flatly refused. Our events were always open, and if Chicago did not feel like "taking" some of our prizes it was not our fault. Besides this, St. Louis wheelmen never claimed to excel on the track, but have at all times stated that the road was their stronghold. Now as Chicago does not possess anything that could be classed as anything but park drives, St. Louis wheelmen ask that, they being the challenged party, the race take place over the Manchester road or, if preferable, Clarkesville, either one of these courses is an average road, up and down hill, and just the thing to test a road rider's ability. C. C. Brewster stated that he had written R. D. Garden on the matter, and asked him and Burley Ayers to be down Sunday and talk the matter over. Although three of our best men, Stone, Sanders and Wylie, are on the sick list, we still have a team left in Hildebrand, Tivy, Ed Smith, Snyder, Alex and Ab. Lewis; that will make the best of them hustle.

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

TWELVE wheelmen had dinner at the Mansion House, Roslyn, last Sunday, and three were at Sea Cliff. At the latter place, there is always lots of fun on Saturday night, and it makes a nice trip to go out there on Saturday afternoon and return on Sunday. As is generally the case at such resorts, there is a superfluity of girls, and the "men" are always in demand. Ask for Mrs. Baldwin's Cliffwood Cottage; supper, lodging and breakfast, \$1.50. Fine bathing and boating.

Up to August 1st, Mr. W. F. Murphy, K. C. W., had ridden 4030 miles.

THE Brooklyns will have a large and thoroughly representative delegation at Buffalo.

THE Long Islands had a club run to Coney Island on Wednesday evening, August 22nd.

A LARGE party of Brooklyns, as Lieut. Billy puts it, "did up" Staten Island last Sunday.

MR. G. M. NISBETT, N. Y. B. C., claims to have lately ridden a measured mile, in the park, in 2.49.

A YACHTING party, numbering among its members several Brooklyn Bi. Club men, is at present down the Sound for a week or so.

MR. BEASLEY, K. C. W., on Saturday afternoon last, rode from the Park to Babylon in five hours and nine minutes, with but one dismount.

THE K. C. W. will run to Pompton tomorrow, weather permitting, and probably to Massapequa on the first Sunday in September, "after Buffalo."

THE ancient project of a cinder-path from Brooklyn to Jamaica is underway again, and under such auspices as warrant the belief that success is more than likely.

I SAW veteran Pitman up at the Polo grounds, one day last week on his "Surprise." He says he is getting to be a "krank" and wants to see all the good games.

MR. HALL's letter of last week concerning the Herkimer dispute was a classic in its way, and, in its temperateness, thoroughly characteristic of its gentlemanly writer.

ONLY harm can accrue to the Huntington Bi. Club, as the result of the delay in the delivery of the medals won by outsiders at their recent race-meeting, nearly four weeks ago.

CAPT. CLARKE, finds himself out of pocket to the tune of \$8 as a consequence of the neglect of certain of the "Great Century Run-

ners" to pay up their rightful share of the expenses. He has presented one of the memento pins to each of the three gentlemen most prominently connected with our reception in Philadelphia, and included the cost in the general expense.

THE roads along the North Shore, wherever sandy, are now in frightful condition, as a natural consequence of the recent heavy rains, and the lack of funds wherewith to make repairs.

AT the Staten Island Athletic Club, on Labor Day, Sept. 3, 1888, among the various athletics sports, a two-mile bicycle race will be run. Entrance, \$1, to F. W. Janssen, P. O. Box 125, New York City.

ON the same day the N. J. A. C., at Bergen Point, will give a one-mile handicap, one-mile novice and a one-mile club championship. Entrance, 50 cents, to B. Arthur Sallinger, P. O. Box 3029, New York City. Entrance in all the above close on 27th inst.

MR. HARRY J. HALL, has been rusticated at Northport, Me., but is now in Buffalo preparing for the tournament. Capt. Bridgemans expects to be present and to have charge of a large part of the K. C. W. at that place.

LONG ISLAND WHEELMEN, six highest mileages for July: Wm. Schmid, 1053; L. H. Wise, 882; R. Evans, 602; C. C. Alden, 453; F. B. Monell, 495; G. W. Kreger, 378. Mr. Wise stands at the head for the season with 3326 miles.

"CHAMPION of the World," Ralph Temple, under the protecting wings, figuratively speaking, of Editor Prial and Mr. Furst, L. I. W., made a tour of the Brooklyn model club houses on Monday evening, meeting a good many of the boys, and creating a good impression by his quiet and unassuming gentility.

SEEING the old track at the Polo grounds, brought back to memory the good old days at "791," and the first race meet held on this track, when Wm. M. Wright was at the helm. It seems like a century, but it was only eight or nine years ago. Mr. Wright was one of the organizers of the present Mercurv Wheel Club, of Flushing, and is at present an honorary member. I saw his brother Sidney the other evening on a ferry boat, and he has changed but little. Old N. Y. men will remember the Wright brothers and the jolly party we had on the "Bristol," going to the second League meet at Boston.

MR. LOYD, of Queens, the gentleman-sportsman, whose liberal management of the Queens track has made him justly popular with Metropolitan Wheelmen, has a scheme underway, which if carried out on the same scale as his first enterprise, will fill a long felt want most acceptably and furnish us with a track commensurate with the ability of our peerless racers, and be equal to, or better than any in the country. The location is a dead secret. Mr. Lloyd has great faith in his ability to build a track upon which 2.29 will be knocked out, and thinks that that time will soon be relegated to the forgotten past, and that we have the men, right here at home who can do it, "and he knows his business."

NEW ENGLAND.

"THE FOTTEST."

A NEW kind of a run is proposed by the Rhode Island wheelmen. Our informant who signs himself "The Goat rider," states that the "R. I. wheelmen have a watermelon run to the rural district of Riverside, and I suppose that there will be big records made by our Div. Secretary Gibbs and Capt. J. L. Spiers. The Quartermaster of the club has instructions from the Executive Committee to fill up a double decked ambulance with Jamaica ginger and a few powerful stomach pumps. In case of any fatalities the club have voted a special fund to be used in furnishing a proper and decent burial!"

NEW ENGLAND produces another great man on the racing path, and his name is W. Windle. He is a great little man, and Asa Windle is his trainer.

ENTRIES to the Eastern Road Club races should not be put off until the last moment. Clubs intending to join the association, should do so at once.

THE Somerville Club have been awarded the banner for having the largest representation at Cottage City, on the occasion of the late Massachusetts Division Meet.

TICKETS to Buffalo and return will be on sale, via Fitchburg Railroad, September 1, 2, 3, 4. The reduced rates can be taken advantage of by all riders, and non-riders.

F. T. READ, one of the Hartford's crack riders, made a practice mile on the unicycle at Charter Oak park, the past week, in 3.42 1-2, and will probably break the record at the time of the tournament.

RACING AND RECORDS IN ENGLAND.

HOWELL beat Crocker in a ten-mile bicycle lap race at Wolverhampton, August 1st. The score was Howell 23, Crocker 16.

FRED WOOD took the 15-mile championship August 4th, beating English, Robb and Fleetwood. Time, 49.13 2-5.

S. G. WHITTAKER broke the quarter mile safety record at Long Eaton, August 3d, doing the distance in 36 seconds dead.

JACK LEE then went for the tricycle, flying start, quarter mile, and did the distance in 35 2-5 seconds, which is record.

R. H. ENGLISH beat W. F. Knapp in a ten mile match August 1. Time, 30.30.

R. HOWELL, in his 20-mile match with W. Wood, at Leicester, August 11, beat his man with great ease. Twenty thousand people witnessed the race.

W. F. KNAPP broke the 50-mile world's record in England, Aug. 18. He made the distance in 2h. 29m. The best previous, 2-33 54, was made by F. Ives at Springfield in 1886.

RECORD RIDING AT PITTSBURG.

A CORRESPONDENT writes us as follows: "In your issue of Aug. 10th, I notice an article headed, 'Record Riding at Pittsburg,' which states the Banker Bros., on a tandem tricycle, made a mile in 2.43 3-5 on Forbes street. Your article further states, that if the distance is correct, it is the world's road record.

"Forbes street is an asphalt pavement, and from top of Soho hill to the junction road is down grade (sufficient to coast) at least two thirds of the way, which makes it much faster than a track. Can time made on such a course be claimed as a road record? Will you explain through your paper what kind of a course should be chosen for road records, and oblige a member of the Pennsylvania L. A. W. Division."

[If our correspondent is correct, we should say that the performance in question can be regarded *only* as a good performance and not as a record. An asphalt surface and down grade are not the proper conditions to make a road record. We should hold that in order to make a road record the surface travelled should not be paved, and that the grade should be level or varying. Certainly, a claim made under the above named conditions, as per our correspondent, should not hold good.—ED.]

MICHIGAN DIVISION SIXTH ANNUAL MEET.

SWEET'S Hotel, at Grands Rapids, Mich., presented a very unusual amount of activity yesterday morning, Saturday, Aug. 18th, and among the citizens at large there was a general air of expectancy. The cause of the stir was the fact that the sixth annual meet of the Michigan Division was to take place, and while the members were interested in the business and social events, the general public were all agog, and anxious to see the parade and races.

The results of the annual election were extremely gratifying to the Grand Rapids wheelmen, as Mr. A. B. Richmond, of this city, was elected to the office of Chief Consul. The new officers are: Chief Consul, A. B. Richmond, Grand Rapids; Vice Consul, William Seyffardt of Saginaw; Secretary-Treasurer, C. A. Conover of Coldwater; State Representatives to the National Meet, J. E. Beal of Ann Arbor, H. M. Snow of Detroit, and G. M. Eddy of Detroit. The Officers' business meeting was held in the A. M., Chief Consul J. H. Johnson presiding, and Secretary-Treasurer J. F. Beal, of Ann Arbor; Representatives C. A. Conover of Coldwater and A. B. Richmond of Grand Rapids present.

The Transportation Committee reported that all the Railroads in the State had agreed to carry bicycles free, as baggage, subject to owners' risk.

The Secretary-Treasurer reported a much better financial standing for the Division, and instead of being in debt as it was a year ago, all debts had been paid and a small balance of \$13.25 was still in hand. The Division now numbers about 350 members, and with proper effort this should be made to double within a year.

The parade, in the afternoon, had about 125 wheelmen in line. The Detroit club led, and then came the Detroit Stars, the third in line being the Grand Rapids Club. Delegations from all over the State then came, in proper order.

On arriving at the race track the paraders continued on around the track, and dismounted on signal given by the Chief Marshal. A goodly crowd, among which the ladies seemed to be in equal numbers to the men, had assembled on the stand and in the field to witness

THE RACES.

President Kirkpatrick was present, and was requested to act as referee, which position he accepted. The Malta Castle Band played lively airs before and between the races. The half-mile novice race

was first called. The prizes in this were a silver medal and a pair of bicycle shoes. There were seven starters; F. H. Wheldon of the Detroit club won in 1.31 3-4, with E. W. Walbourn a close second and the others straggling.

One mile Grand Rapids Bicycle Club championship race. The prizes were a gold medal and the "booby." In this the starters were William Melville, J. B. Hain and C. E. Bennett. On the first half Hain led, with Melville a good second and Bennett coming. In the second half Melville came to the front and won in 3.00 2-5, Hain second. This is record time for Michigan.

One mile open. The prizes for this race was a gold and silver medal. On the home stretch J. D. Lamont and Osborne challenged for first place, and they came under the wire in that order. Lamont winning in 3.08 4-5.

The half mile ride and run came next, and the prizes for this were a gold L. A. W. pin and a silver medal. The starters were E. W. Walbourn of Woodstock, Ont.; William Melville city, and J. D. Lamont of Chatham, Ont. Melville and Lamont came up in good style to the dismounting point, Melville being about a yard ahead. They alighted gracefully and ran under the wire in the same order, Melville winning in 1.42. Walbourn came in about twenty yards behind the others. The five mile lap race was next called and in this the starters were J. D. Lamont, H. D. Osborne and J. B. Hain. This was to be contested on points, the one being first at the end of each lap counting three points, the second two and the third one. In the first three laps the order was Hain, Lamont, Osborne, then Osborne moved up to second place and they remained in that order for three more laps. At this juncture Hain eased up and allowed Osborne to lead in the remaining four laps. Lamont had been losing and he finished his ninth lap as Osborne finished his tenth. Osborne made the five miles in 19.57 3-4. Hain finished about one quarter behind Osborne and Lamont made his last lap in good style, coming under the wire at full speed ran into a small boy, and took a header, and was carried off unconscious, but soon revived. On counting points it was seen that J. B. Hain and Osborne had scored the highest, 24 each, and they were ordered to ride it off in a one lap dash. It was a fine race from beginning to end, and Hain bare won by about one yard. Time, 1.28 1-4. Another state record gone.

Consolation race was won by Will Strauple, G. F. Hain second.

THE BANQUET

was served at Sweet's Hotel, at 9 P. M., and some 200 ladies and gentlemen sat down.

The menu was up to the well-known reputation of Mine Host Johnson, and after same had been done justice to, Toastmaster F. H. Escott rapped the company to order and introduced Mayor Weston. The Chief Magistrate spoke words of welcome, and his speech was cheered to the echo. Retiring Chief Consul Johnson then made a very nice speech.

Then came singing by a male quartet, after which some of the City Fathers and others spoke, as also did President Kirkpatrick. Secretary-Treasurer Beal then presented the prizes to the successful riders.

The Detroit Club, as having the largest club represented, was awarded the silver bugle.

Chief Consul Johnson elect, then made a speech, and after that all was over and every one went away satisfied with the good time they had enjoyed. SOLUS.

OPENING OF THE FAIRFIELD, ME., BICYCLE TRACK.

SATURDAY, August 11th, was a red letter day for Maine wheelmen. The new cycle track at Fairfield was dedicated with some of the most exciting races ever seen in Maine. The new track is built on the Fairfield Driving Park on the inside of the pole, which makes it about two laps and one-third to a mile. The home stretch is twelve feet wide and gives a perfectly straight course for over a third of a mile. A large number of wheelmen were present. The races were one-mile State championship, half-mile dash and team race. The interest centred in the State championship race. R. T. Patten, of Skowhegan, has held this honor for three years, and had never been beaten in any race. Besides this rider were entered G. W. Ames, Captain Lewiston 3. C.; F. H. Neal, Captain of Kennebec Ramblers, and C. F. Weyer, of the same club. On the start Patten took the lead, with Neal a close second, to the quarter, when he was displaced by Weyer, who pressed him hard till all turned into the home stretch, when Ames, who had kept in the rear made a tremendous spurt, passed the leaders easily, and finished a winner by thirty feet. The excitement was intense, and Ames was carried around the track on the shoulders of his friends. The prize was a magnificent medal in solid gold and blue enamel, and valued at fifty dollars; time, 3.37. The half-mile dash was won by Patten in 1.42; the team race by the Skowhegan team. These events have created

a boom in cycling in this part of the State, and extensive preparations have been commenced for a grand meeting in September.

The wheelmen of Fairfield, Waterville and the vicinity have formed a club of thirty lively riders under the name of the Kennebec Ramblers. F. H. Neal, of Fairfield, is Captain.

IT IS NOT THE "RAMBLERS" TOURNAMENT.

Editor *Bicycling World*: Knowing your desire to print only the truth, and all the truth, I wish to call your attention to the following misstatement in "Mercury's" letter from Buffalo, in July 27th issue of the *WORLD*. First, I presume the first four words of the opening sentence escaped the editorial eye (or they would have undoubtedly been blue-penciled), viz., "The Ramblers' World's Tournament." For the information of your readers who do not know, as you, Mr. Editor, do know, and who are asking why the old Buffalo Bicycle Club, with its glorious record of the past, having entertained the L. A. W. in 1885, the New York Division in 1886, and given no less than six successful tournaments of its own, has allowed this opportunity to slip through its fingers, I desire to state, the "World's Tournament" is *not* a club affair, but is entirely under the auspices of the Buffalo International Fair Association, who have employed Mr. H. E. Ducker, of world-wide reputation as a successful manager of cycling tournaments, as manager of *their* world's tournament; not the "Ramblers' tournament," nor the Buffalo's.

Another gross misstatement and of equal absurdity, is that "the Ramblers will have exclusive use of the track after the tournament." This track is on the grounds of the Fair Association, is built by the Association, is controlled by them absolutely, and is not by any means the private property of the Ramblers' Club. The truth of the matter is, and "Mercury" must know it, that members of the Buffalo and other clubs will be allowed to use it on presentation of membership tickets.

The recent publication of track officers for the tournament would seem to bear "Mercury" out in his statement that this is the "Ramblers' tournament." It was deemed advisable after due consultation with the officers of the Buffalo Bicycle Club and with their approval and consent that all the petty track offices should be given to the Ramblers. The Buffalo Club is the entertaining club, and will naturally have its hands full entertaining the New York State Division, as well as the thousands of other wheelmen whom we hope to see here. It is therefore thought no more than fair that the Ramblers should do their share of the work by attending to the races at the track.

The Buffalo Club some weeks ago invited all racing men, professional and amateur, to make the Buffalo Club house their head-

quarters while training for the tournament. This includes the gymnasium and bath privileges.

In conclusion let me add that the Buffalo Club has and will continue to aid the Fair Association in every possible manner to make this tournament a grand success.

The club recognizes the fact that the Fair Association is doing a great thing for cycling in Buffalo in building a permanent track, and in holding what will in all probability be the greatest tournament ever held. At the same time they do not propose to be ignored nor misrepresented by your Buffalo correspondent, just because he happens to be a member of a rival club and cannot distinguish between fair partisanship and truthfulness.

Fraternally,

C. W. A.

COMING EVENTS.

- August 15—Waiontha B. Club Races at Richfield Springs, N. Y.
- Aug. 18—Michigan Division L. A. W. Meet at Grand Rapids.
- August 25—Illinois Division Race Meet, Cheltenham Beach.
- August 25—Races at Minneapolis, Minn.
- August 30—New Castle, Pa. Races.
- Sept. 3—New Jersey Athletic Club Races.
- Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
- Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
- Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
- Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
- Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
- Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
- Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
- Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
- Sept. 7—BICYCLING WORLD 100-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee \$1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
- Sept. 6—Bicycle Races at St. Louis under auspices of Knights and Ladies of Honor.
- Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
- Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
- Sept. 7—Lockport, N. Y., Wheelmen Races.
- Sept. 10—San Francisco Club Race Meet.
- Sept. 12, 13—Hartford Wheel Club Tournament.
- Sept. 14, 15—New Jersey Division Meet, Roseville, N. J.
- Sept. 14—Louisiana Division Meet and Tournament at New Orleans.
- Sept. 22—Eastern Road Club Road Race, 25 miles; start from Brighton, Mass.
- Sept. 22—Tioga Club, Philadelphia, Race Meet.
- Sept. 25—Rhode Island Division Meet at Providence, R. I.
- Sept. 27, 28, 29—Kansas City Exposition. Missouri Div. Meet at same place.
- October 6—Orange Athletic Club at Roseville, N. J.
- Oct. 23, 24—Richmond, Va., Bicycle Tournament. Address L. B. Enslow, P. O. Box 372.

Club and Racing Associations, TAKE NOTICE.

THE INTERNATIONAL TEAM OF CYCLISTS,

Under the management of "Senator" Morgan, has arrived in this country, and will be open to engagements during the Fall months. The team consists of the fastest riders of America, England and France. Write for terms, which will practically guarantee the club against financial responsibility, and at the same time insure good racing and good gate. Do not delay, as it will be "first come first served." Address, for further particulars,

"SENATOR" MORGAN,

Manager International Team,
Care Bicycling World Co., 12 Pearl Street, Boston.



LEAGUE HEADQUARTERS:
12 Pearl Street, Room 27.
ABBOT BASSETT, Secretary.

MEMBERSHIP, SEPT. 1, 1888.

The list herewith gives the total membership of the L. A. W. by States up to and including date, September 1.

It is published at this time for the benefit of State Officials who are entitled to choose delegates to the National Assembly under Section 4 of Article 4 of the Constitution.

"Sect. 4. Each Division Board of Officers shall hold its annual meeting in the month of September, and shall then elect from the Division one delegate for each two hundred members upon its roll on September 1st. Such delegates, together with the Chief Consuls of Divisions and Subdivisions and Vice-Consuls, shall constitute the National Assembly of the League of American Wheelmen."

In connection with the totals to Sept. 1, we present the total membership obtained by each State during 1887. This may tickle the vanity of those States that are ahead of last year's record, and spur to action those who have fallen behind.

	1887.	Sept. 1.	Del.
Alabama.....	1	12	..
Arizona.....	2	3	..
Arkansas.....	12	11	..
California.....	344	379	1
Colorado.....	49	47	..
Connecticut.....	642	442	2
Dakota.....	20	10	..
Delaware.....	37	44	..
Dist. of Columbia.....	101	130	..
Florida.....	12	16	..
Georgia.....	29	15	..
Illinois.....	935	680	..
Indiana.....	235	101	3
Iowa.....	150	150	..
Kansas.....	180	142	..
Kentucky.....	95	85	..
Louisiana.....	71	50	..
Maine.....	129	124	..
Maryland.....	289	432	2
Massachusetts.....	1,325	1,175	5
Michigan.....	278	331	1
Minnesota.....	105	106	..
Mississippi.....	1	12	..
Missouri.....	398	324	1
Montana.....	5	9	..
Nebraska.....	115	90	..
New Hampshire.....	134	100	..
New Jersey.....	865	603	3
New Mexico.....	2	0	..
New York.....	2,317	2,301	11
North Carolina.....	10	5	..
Ohio.....	940	877	4
Oregon.....	2	..	..
Pennsylvania.....	1,730	1,384	6
Rhode Island.....	179	239	1
South Carolina.....	2	7	..
Tennessee.....	85	58	..
Texas.....	23	25	..
Utah.....	14	10	..
Vermont.....	12	57	..
Virginia.....	86	104	..
West Virginia.....	50	35	..
Wisconsin.....	88	82	..
Wyoming.....	42	4	..
Washington.....	1	1	..
Bermuda.....	1	1	..
Canada.....	9	9	..
England.....	4	4	..
Nova Scotia.....	4	4	..
Switzerland.....	1	1	..
Total.....	11,939	11,022	40

The National Assembly will be composed as follows:

Chief Consuls.....29
Vice Consuls.....17
Delegates.....40
Officers and Chairmen of Standing Committees.....11

It may occur that a Chief Consul or Vice Consul will be also an Officer or a Committee Chairman. In that case the total above will be reduced.

BENJAMIN MILLER appeared before Judge Stoneman, of Cedar Rapids, Iowa, on Tuesday of last week, to show cause why he should not be fined for frightening a horse with his bicycle, causing the animal to break from the control of his driver and upset the buggy to which he was attached, throwing the occupants, a lady and gentleman, against a barb wire fence, fortunately, however, injuring neither of them.

The *Republican* says: "The evidence disclosing nothing to charge the young man with criminal carelessness, he was discharged, the judge delivering an opinion, which, on account of its interest to a considerable class of our citizens, we append, as follows:

The rider of a bicycle has the same rights in the public streets of this city as the driver of any other vehicle and no greater right. He has the right to peaceably and in a prudent manner, and with a reasonable rate of speed, to travel along the highway. He is, alike with the driver of other vehicles, liable for all damage, or injury to person or property of others, caused by his negligent conduct. He has the right to use the street for travel, not for circular evolutions, crossing the street to and fro, so as to interfere with the free use of the same by other travellers. The rider of a bicycle has no right to use the sidewalks of a street, to drive his bicycle, no more than a drayman would to use the sidewalk to drive his dray thereon. The ordinances of the city prohibiting using the sidewalk for the traveling of vehicles, applies to both alike. Persons violating this ordinance are liable to a fine not exceeding \$100."

Virginia Election.

The following is the result of the balloting in Virginia:
Total vote cast for Chief Consul.....29
Total vote cast for Secretary-Treasurer.....29
For Chief Consul, J. C. Carroll of Norfolk.....29
For Secretary-Treas., A. K. Schupp, Richmond.....29
ABBOT BASSETT, Scrutineer.

Connecticut Division Election.

For Chief Consul—C. E. Lacom, New Haven.....*64
T. S. Rust, Meriden.....5
L. A. Tracy, Hartford.....4
For Vice Consul—C. L. Brockway, Middletown.....*70
For Sec.-Treas.—E. A. DeBlois, Hartford.....*65
D. J. Post, ".....8
For Representatives—W. H. Squire, Meriden.....*67
W. T. Williams, Yantic.....*67
C. D. Knox, Lime Rock.....*63
D. J. Post, Hartford.....*69
A. G. Gruender, Hartford.....2
C. H. Moore, New Britain.....1
Wm. Collins, Meriden.....1
Calhoun Latham, Bridgeport.....1

*Elected.
Above is the result of the mail vote for the election of Division officers for the year beginning Sept. 1, '88.
H. C. WARD, Chairman Rules.
E. B. GAGE, Chairman R. & P.
D. J. Post, Sec.-Treas.
Committee.

Pennsylvania Election.

The following is the result of the election in Pennsylvania:
Chief Consul—Geo. A. Jessup, Scranton.....305
Jno. A. Wells, Philadelphia.....1
Vice Consul—W. R. Tucker, Philadelphia.....306
Secretary-Treas.—J. G. Carpenter, Wilkes-Barre.....305
V. Gilpin Robinson, Media.....1
Reps.—1. G. N. Osborne, Philadelphia.....303
2. Kirk Brown, Philadelphia.....302
3. S. H. Murray, Sewickley.....302
4. J. B. Karcher, Pittsburg.....302
5. Ira A. Dayton, Williamsport.....298
6. S. A. Boyle, Harrisburg.....304
7. J. G. Carpenter, Wilkes-Barre.....302
8. D. K. Trimmer, York.....303
9. K. W. Terry, New Castle.....303
10. E. L. Russell, Blossburg.....303
11. W. S. Winterstein, Bethlehem.....280
12. John J. Van Nori, Scranton.....301
Total number of votes cast.....306
J. G. CARPENTER, Sec.-Treas.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated:
Holyoke Bicycle Club, Holyoke, Mass.—E. C. Clarke.
Rambler Cycle Club, Baltimore, Md.—Chas. E. Sadtler and Harry F. Seving.
Rambler Cycle Club, Baltimore, Md.—George Hagerty.
United Wheelmen, Kansas City, Mo.—John A. De Tar.
Middletown Wheel Club, Middletown, Conn.—Arthur H. Ruffy.
Owl Bicycle Club, Bordentown, N. J.—Fred G. Wiese.
Orange Wanderers, Orange, N. J.—Dr. R. M. Sanger.

New Jersey Election.

The committee appointed by the Chief Consul to count the mail vote in this division has reported to me as follows:
Total number of votes cast.....193
Dr. J. H. Cooley for Chief Consul received.....190
Dr. G. Carleton Brown, Vice Consul.....192
Robinson Pound, Sec.-Treas.....193
John B. Langer, Representative.....193
Frank Eveland, ".....193
W. B. Banker, ".....193
Dr. F. A. Kinch, Jr., ".....192
E. F. Burns, ".....191
Henry B. Thomas, ".....193
Dr. R. M. Sanger, ".....191
Yours very respectfully, ROBINSON POUND,
Sec.-Treas. New Jersey Div.

Iowa Election.

Your committee to canvass mail vote have met, opened and counted same, and beg to report as follows:
Total number voting.....81
For Chief Consul—R. L. Thompson.....79
For Vice Consul—C. W. Dibble.....80
J. F. Rall.....1
For Representatives—H. L. Chase.....81
For Sec.-Treas. H. B. Cropper.....65
I. U. Parsons.....14
J. F. Rall.....2
Respectfully submitted,
CHARLES DIXON,
A. L. HARTSHORN,
J. F. RALL, Sec. Treas.,
Committee.

Missouri Election.

The undersigned, committee appointed to canvass the votes cast for officers of this division, beg leave to report the election of the following ticket:
Chief Consul, W. M. Brewster; Vice Consul, F. J. Suda; Representatives, G. W. Boswell, George A. Case, H. G. Stuart; Secretary-Treasurer, J. A. Lewis; Committees—Rights and Privileges, A. C. Stewart, Chairman, 8th and Locust streets, St. Louis, A. Moore Berry, T. McNeil; Touring, Robert Holm, Chairman, care Anheuser-Busch, St. Louis, Charles J. Carr, Carthage, L. H. Parsons, Edina, J. H. Kelly, Sedalia, J. M. Tryon, Kansas City; Racing, Walter Wylie, Chairman, 6th and Locust streets, St. Louis, A. M. Lewis, E. A. Clifford, E. N. Sanders, E. A. Smith.
Yours truly,
F. J. SUDA,
E. B. KIDSON,
Canvassing Committee.

Maryland Election.

In accordance with Art. IV., Sect. 2, of the Constitution of the L. A. W., the annual election of officers for the Maryland Division was held on the 17th inst. with the following result: Chief Consul, Albert Mott of Baltimore; Vice Consul, Geo. F. Updegraff, of Hagerstown; Secretary-Treasurer, G. W. H. Carr, of

Baltimore; First Representative, C. H. Eisenbrandt, of Baltimore; Second Representative, W. L. Seabrook, of Westminster; Third Representative, H. W. Barrington, of Baltimore. There were 161 ballots cast, of which Mr. Mott received 156; the rest were scattering. Fraternally yours,
R. M. LOCKWOOD,
Sec.-Treas. Md. Div. L. A. W.

Kentucky Election.

The annual election for L. A. W. officers for the State of Kentucky for the year 1888-89 resulted as follows: Chief Consul, Ed. H. Croninger, of Covington, Ky., and Secretary-Treasurer, Al. M. Watcher, of Covington, Ky. Yours truly,
ANDREW J. LAMB,
C. F. JOHNSTON,
J. F. ADAMS,
Nominating Committee.

Wisconsin Election.

The following are the officers elected for the coming year for Wisconsin Division: Chief Consul, Jay A. Hinman; Secretary-Treasurer, J. H. Bloedel; Representative, F. K. Bull.
JAY A. HINMAN, Sec.-Treas.

Transportation Arrangements.

To the Annual Meeting, New York Division, L. A. W., and the World's Championship Tournament, to be held at Buffalo, Sept. 4th to 8th:

For Boston and Vicinity.

Wheelmen from Boston and vicinity who desire to attend the above meeting can make arrangements by conferring with A. A. Smith, 300 Washington street, Boston, who will do everything in his power to make the journey pleasant and provide ample accommodations, both as regards sleeping cars and special baggage car for wheels.

A special rate of \$10.65 from Boston to Buffalo and return has been secured. The sale of tickets will commence on September 1st, and will be good to return until up to and including the 15th. The most desirable train to use will be the one leaving Boston at 3 P. M. by the Fitchburg Railroad on the 1st, 2d and 3d, which will connect with the wheelmen's trains on the West Shore Railroad, arriving at Buffalo at 7 A. M.

New York City and Vicinity.

Wheelmen residing in New York City, Brooklyn, N. Y., Jersey City, Newark, N. J., New Haven, Conn., Bridgeport, and other cities near New York, will find it to their advantage to use the special accommodations provided by the West Shore Railroad for wheelmen, who attend the meeting and tournament. Arrangements have been made with the West Shore Railroad to attach special baggage and sleeping cars to their fast trains leaving New York City on September 1st, 2d and 3d, at 5:40 P. M., from foot of Jay street, and 6:00 P. M. from foot of West 42d street, for our accommodation. Full particulars as to rates of fare, etc., will be furnished promptly on application to me.
Geo. R. BIDWELL,
313 West 58th street, New York.

For Transportation Committee.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.
Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 153—Total 106—11,128.

Boston, Aug. 24 '88.

ALABAMA—1—13.

Unattached.
20354 Eymann, H. E., 319 Monty st., Montgomery

CALIFORNIA DIVISION—2—3*1.

Unattached.
20284 Emmons, Harold, Box 72, Alameda
20285 Emmons, Mrs. Harold, Box 72, " "
DELAWARE DIVISION—1—45.
Wilmington Wheel Club.
20312 Moore, Geo. B., 501 Washington st., Wilmington

DISTRICT OF COLUMBIA DIVISION—13—143
Capital Bi. Club.
20320 Owen, Herbert S., 1406 N. Y. ave., N. W., Washington

Unattached.
20299 Sibley, Francis E., 705 15 st., N. W., " "
20313 Bernays, Prof. R. C., 1130 12th st., N. W., Washington
20314 Brumbaugh, G. M., 918 Mass ave., N. W., Washington
20315 Dakin, Ben, 1308 Penn. ave., N. W., " "
20316 Hardy, W. B., 1411 G st., N. W., " "
20317 Knapp, Gen. W. A., 933 N. Y. ave., N. W., Washington
20318 Lee, A. H., 611 Penn. ave., S. E., " "
20319 Lyon, Frank, Interstate Com., " "
20321 Spooner, Mrs. Grace E., 631 2d st., N. E., Washington
20322 Steiger, Geo., 1636 15th st., N. W., " "
20323 Rosenberg, E. F., 613 15th st., N. W., " "
20371 Fague, G. M., 1515 H st., N. W., " "

ILLINOIS DIVISION—10—690.

Illinois Cycling Club.
20336 Newman, Edgar M., 220 Ohio st., Chicago
20346 Ambler, H. C., 1166 Monroe st., " "
20347 Shaw, A. Fred, 377 Washn. Boul., " "
Ft. Dearborn Bi. Club.
20328 Hering, Albert, Weber Music Hall, Chicago
20338 Gwinn, J. M., 199 Clark st., " "
Champaign Cycling Club.
20300 Waite, M. B., Champaign
Unattached.
20325 Cowen, Martin, 78 Randolph st., Chicago
20326 Campbell, R. W., 11 So. Jefferson st., " "
20330 Vogt, Richard, 200 So. Halsted st., " "
20337 Norton, E. J., Macomb

IOWA DIVISION—9—106

Bend City Wheelmen.
20331 Babcock, J. E., Muscatine
20332 Beach, Fred, 412 Iowa ave., " "
20333 Bishop, W. F., " "
20334 Crossman, L. C., " "
20335 Dolsen, Frank T., " "
20336 Mahin, J. Lee, " "
20337 Richie, E. J., " "
20338 Stober, Geo. W., " "
Unattached.
20355 Head, M. M., Jefferson

KANSAS DIVISION—1—143.

Unattached.
20339 Steinbuchel, Herman, 113 N. Main st., Wichita

KENTUCKY DIVISION—1—36.

Unattached.
20324 Ropke, August, 734 2d st., Louisville

MAINE DIVISION—4—128.

York Co. Wheelmen.
20301 Bryant, Robert, Biddeford
20302 Cross, Lewis W., " "
20303 Andrews, Arthur W., Saco
20304 Sampson, E. P., "

MARYLAND DIVISION—10—442.

Maryland Bi. Club.
20340 Dufur, W. G., 113 N. Howard st., Baltimore
20341 Wyeth, C. M., Charles and Lombard sts., " "
20342 Wyeth, W. N., Jr., Charles and Lombard sts., Baltimore

Baltimore Cycle Club.
20343 Arnold, J. Albert, 121 Light st., " "
Unattached.
20344 Herring, Edwin F., 255 W. Hoffman st., " "
20345 Kennedy, John A., Frederick City
20356 Hanson, C. F., Box 851, " "
20357 Mulliken, B. Frank, 1929 McCulloch st., " "
20358 Mulliken, Harwood F., 1909 " " "
20359 Mulliken, Wm. H., 1909 " " "

MASSACHUSETTS DIVISION—7—1183.

Newton Bi. Club.
20306 Hall, Louis A., Box 150, Newton
Unattached.
20331 Clark, Dwight, 7 Park st., Boston
20332 Clark, John S., Jr., 7 Park st., "

20305 Fleming, John F., Brookline
20286 Hockaday, Frank H., Mattapan
20287 Heald, W. H., Sandwich
20360 Taylor, Gordon H., East Cambridge

MICHIGAN DIVISION—5—336.

Grand Rapids Bi. Club.
20333 McQuewan, Chas., Widdecomb Bldg., Grand Rapids
20334 Raven, A. A., 109 So. Division st., " "
Unattached.
20289 Broom, J. W., G. R. and I. R. R., " "
20307 Adams, F. S., G. R. Soap Co., " "
20368 Rowland, Chas. H., 110 Monroe st., " "

MISSOURI DIVISION—4—328.

Missouri Bi. Club.
20290 McGinnittz, Walter F., 3d Natl. Bank, St. Louis
Unattached.
20345 Barnard, E. F., 3134 Lafayette ave., " "
20291 Miller, H. A., Lancaster
20361 Sparling, Dr. G. A., Kirksville
NEW HAMPSHIRE DIVISION—1—101.
Nashua Cycle Club.
20307 Neff, Fred S., 137 Main st., Nashua

NEW JERSEY DIVISION—2—605.

Unattached.
20223 Sloane, T. O'Connor, South Orange
20372 Ewen, Harry P., 624 Royden st., Camden

NEW YORK DIVISION—16—2318.

Riverside Wheelmen.
20292 Jackson, E. A., 195 Broadway, New York
Waiontha B. Club.
20369 Shoemaker, Wm. D., Richfield Springs
Long Island Wheelmen.
20373 Kimball, L. W., 102 Ft. Green pl., Brooklyn
20374 Palamedo, Ulrico, 201 Sterling pl., " "
20375 Smith, G. W., 656 Fulton st., " "
Brooklyn United Wheelmen.
20376 Wurzel, Seymour B., Box 143, " "
West End Bi. Club.
20377 Barnes, G. E., 4 Johnson Park, Rochester
Unattached.
20346 Kent, H. F., 197 Court st., Binghamton
20347 Kent, W. E., 197 Court st., " "
20348 Weeks, E. R., 35 Court st., " "
20293 Travis, Fred, Canastota
20308 Brownell, Aden H., Harding & Booth, Hornellsville
20309 Miller, Leon S., Lowville
20324 Mahoney, Wm. M., Box 299, Niagara Falls
20362 Kittle, Alonzo D., Blauvelt
20370 Green, E. C., Sherman

OHIO DIVISION—6—583.

Fayette Wheelmen.
20295 Baker, M. O., Washington
Central Wheelmen.
20378 Gerstle, Jos., 291 Findlay st., Cincinnati
Unattached.
20349 Keighley, S. N., Box 325, West Alexandria
20354 Thew, J. B., Marion
20363 Compton, Orville, Gilboa
20365 Laubie, Ralph W., Salem

PENNSYLVANIA DIVISION—8—1392.

Emporium Bi. Club.
20310 Wiley, Lyman, Emporium
Harrisburg Wheel Club.
20350 Schooley, Wm. G., Harrisburg
Mt. Vernon Wheelmen.
20296 Henderson, Elmer E., 2128 Park ave., Philadelphia
Juniata Wheelmen.
20379 Willison, A. C., Cumberland
Unattached.
20345 Bridgens, Jas. F., Lock Haven
20311 Troy, W. B., cor. 9 and Penn., Pittsburg
20297 Gossler, Geo. E., 1425 Filbert, Philadelphia
20360 Crall, S. B., 529 Arch st., " "

SOUTH CAROLINA—1—8.

Unattached.
20298 Baird, Wm. John, 370 King st., Charleston
WISCONSIN DIVISION—4—86.
Unattached.
20351 Simonds, W. L., Milwaukee
20352 Wheeler, R. P., " "
20353 Miller, H. R., " "
20350 Morris, E. K., 36th st., near Grand ave., " "

\$1.00 a Year.
5 cents a copy.

BOSTON, 31 AUGUST, 1888.

Volume XVII.
Number 18.



Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.



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ROBYN GREEN, President.

Received at 109 State Street, Boston, 1.59a Aug 15 1888

David J. H. Francisco 14

Co. Cape City Co. Boston

We think we will wait at least
fifty more before Columbus
Strom & Alexander.

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10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write C. H. METZ, Utica, N. Y.

FOR SALE—One Lady's Columbia Two-Track Tricycle, one 57-inch Columbia Light Roadster, one 48-inch Expert. Correspondence solicited. Address PALISTER BROS., Ottumwa, Iowa.

BARGAINS IN BICYCLES. 50-inch Springfield Roadster, A1 condition, \$55.00. 52-inch Rudge racer, A1 condition, \$30. 50-inch enameled Expert, A1 condition, \$65. 50-inch enameled Expert, almost new, \$30. 50-inch nickel-plated Expert, \$50. Rudge Safety, triangle form, \$75. 51-inch Special Star, nearly new, \$50. 50-inch Columbia Light Roadster, \$85.00. Address C. A. TITCHENER, Binghamton, N. Y.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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SECOND-HAND GUNS AND REVOLVERS TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

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In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—52-inch Standard Columbia Bicycle; \$60. R. H., P. O. Box 231, Metuchen, N. J.

FOR SALE CHEAP—Rudge Bicycleette; new last October, and in good condition. Address O. D. BEERS, Box 334, Athens, N. Y.

FOR SALE CHEAP—Beeston Humber Tandem Tricycle, \$7 pattern. Address JNO. E. WALES, Drawer 9, Norfolk, Va.

FOR SALE CHEAP—One 52-inch 1888 pattern American Champion; ball bearings all around; spade handles, full nickel; bell and lamp. Cost \$123; machine never ridden 3 miles. Address at once to B. H. WARD, Fairmont, Minn.

54-INCH New Rapid Roadster; balls over all; (1880); good as new, at \$98. O. L. KROP, PACK, Burlington, Ia.

ABRAND-NEW Victor Cyclometer; never used. \$7.50 takes it. A. H. P., Lock Box 32, Kankakee, Ill.

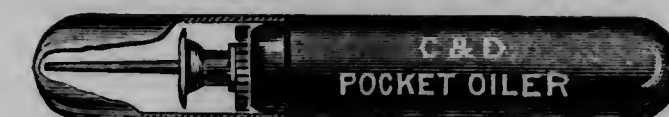
FOR SALE—A Victor Safety Bicycle, 1888 pattern; used but little. Address Box 94, West Newton, Mass.

\$25 TAKES a Rudge Safety, in good condition. \$100 buys new 56-inch enameled New Mail; too large for rider. Address Lock Box No. 136, Herkimer, N. Y.

FOR SALE—52-inch New Mail; balls all round; run about 200 miles; cost, with cyclometer, \$140; new this spring; will sell for 125, as I want a larger wheel. "X," care Geo. D. Hazard, \$3 Equitable Building, Boston, Mass.

FOR SALE—One New Rapid Safety Bicycle, entirely new. E. C. RICE, Port Deposit, Md.

FOR SALE—50-inch Oxford, \$15; 52-inch Rudge, \$55; 54-inch British Challenge, \$40. A. J. KOLP, Scranton, Pa.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

HERE YOU ARE! A \$10.00 and \$5.00 Cyclometer GIVEN AWAY.

Every wheelman purchasing a Ross Improved Detachable Luggage Carrier will secure a chance on both a \$10.00 and \$5.00 Cyclometer. Prize number sent with each Carrier. Send your order at once. None equal to the "Ross Improved." \$1.00; by mail, \$1.10. Send name of J. C. TRAVIS, Sole Mfr., 5 Second street, Albany, N. Y. Discount to Dealers.

THE BICYCLING WORLD (established 1879). The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap-Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

L. A. W.

SEND 2 CENT STAMP

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

Are you going to Buffalo? If so you will want a pack of these cards.

Attention.

READ THIS!!!

D. W. L. BATTLES, Dentist, Union Block, GIRARD, Pa., Aug. 16th, 1888. L. H. JOHNSON, ESQ.: Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning. I am well pleased with it, as it fully comes up to my expectations. Yours very truly, W. L. BATTLES, D.D.S.

FULL LINE OF SPECIAL BARGAINS

In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

LLEWELLYN H. JOHNSON, 401 and 403 Main St., - ORANGE, N. J. Telephone 95.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER. Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

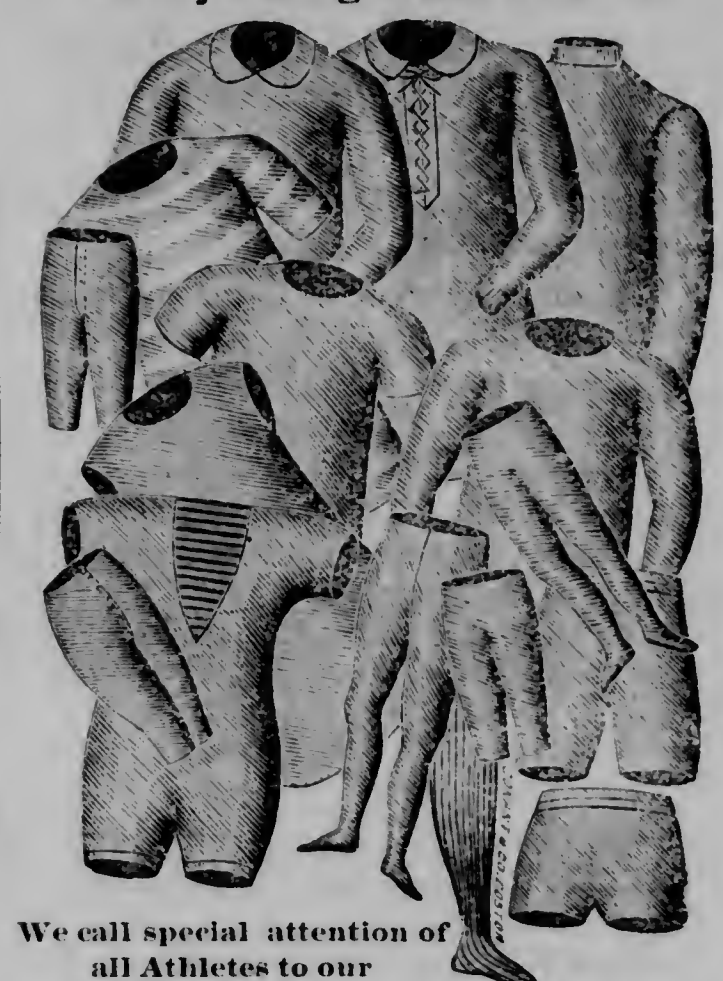
WE OFFER To new subscribers this book free on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER This book to others for 25 cents.

42. This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO., No. 12 Pearl Street, BOSTON, - - - MASS.

Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our

JERSEY-FITTING GARMENTS

FOR Bicycle Riders, Lawn Tennis Players, Yachting and Rowing, Base Ball and Foot Ball, Gymnasium.

League Color, Grey Mixed Black, Navy or any Color, Plain or Stripe.

Every Wheelman and Sportsman will give our JERSEYS his approval when he examines the Shoulders, Arm Holes and Neck, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

FULL PANTS AND KNEE PANTS. Buttoned in Front, same as Pantalons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Knee Tights, Full Tights, Trunks and Leotards.

We understand, first of all, these garments must be elastic, so they will not bind or impede the free use of the limbs, and to stand the strain brought upon them. This can only be accomplished in Ribbed Goods. For this reason we make all of our best goods with a FINE RIB, ELASTIC and STRONG, and from worsted made by the best manufacturers in the country, of fine combed wool of a long, elastic staple, which gives it Elasticity and Strength.

We make all of the above goods in three different qualities.

Ladies' Jersey-Fitting Tricycle Pants. A New Thing.

These pants are close-fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any color in worsteds.

Jersey-Fitting Ribbed Full-Fashioned Stockings.

Send for Illustrated Catalogue and Price List.

Manufactured by **HOLMES & CO.,** 17 Kingston Street, Boston, Mass.

Jersey-Fitting Underwear.

This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them.

Price \$1.00.

Will send by mail on receipt of price. Send size of Waist and Hip.

Manufactured by **HOLMES & CO.,** 17 Kingston St., Boston, - - - Mass.

IN THE IRON AGAIN. Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Klotz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.
L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.
L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.
J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,
No. 9 Cornhill, Boston, Mass.



All our orders call for
the Ball Head!

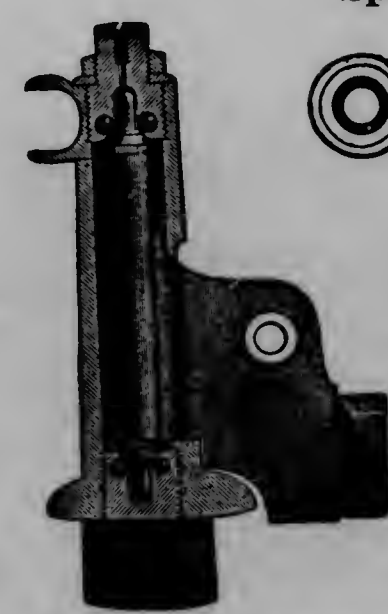
Large Handsome Photograph for
10 cts. in stamps



The New Mail is having a remarkable demand.
A SUPERB LIGHT ROADSTER.
Sure 'tis a Trigwell Ball Head Year!

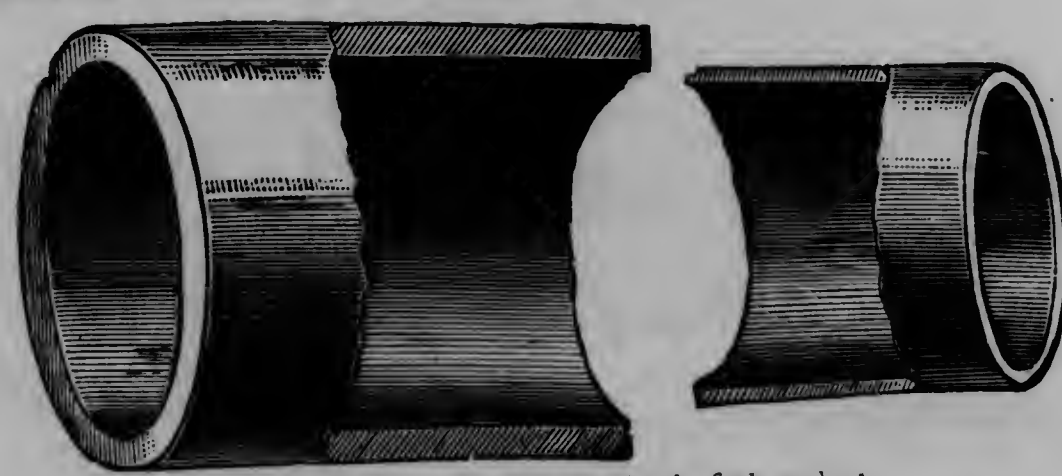
NEW MAIL.

Specialties Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside.
Thickened Metal at Bottom.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.
Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

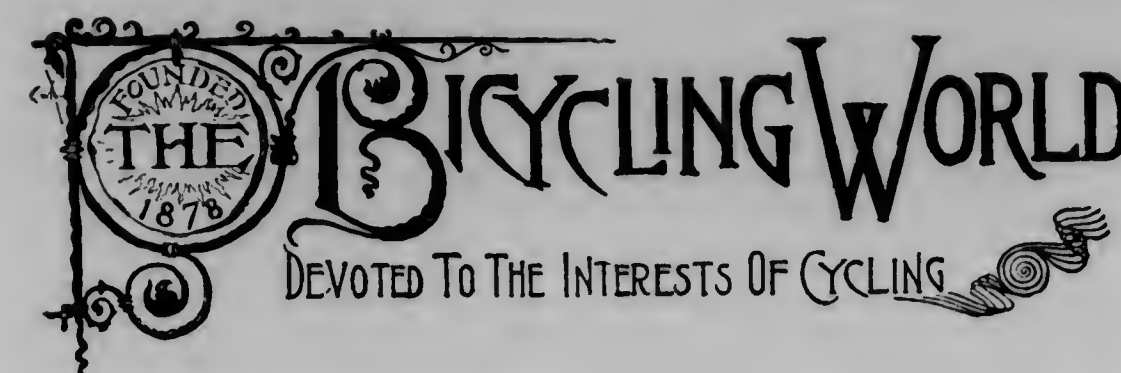
WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett, & Co., Chicago, Ill.

31 Aug., 1888.

BICYCLING WORLD AND L. A. W. BULLETIN

347



Published Every Friday

THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 31 AUGUST, 1888.

TO OUR READERS.

TO the end that we may give results in full of the races at Buffalo, our issue next week will not be mailed until Monday, September 10. We are bound to give the results in full, but as copy for the Saturday's races cannot reach us before Sunday, A. M., we cannot go to press before Monday, A. M. We hope the arrangement will meet with approval of our readers.

MR. HOWARD P. MERRILL of Springfield will represent the BICYCLING WORLD at Buffalo during the tournament as our correspondent.

MR. GEO. D. HAZARD will represent the BICYCLING WORLD as our advertising manager. He will have a desk in a convenient location and will look after our interests in the advertising department.

LETTERS from H. J. Hall, jr., and members of the Fort Dayton Club of Richfield Springs, N. Y., have appeared in this paper from time to time as to the right of the officers of the race meeting lately held by that Club to bar Mr. Hall from contesting the Central New York championship. If we are advised correctly that the programme and the entry blanks only stated that the race was "for the Championship of C. N. Y." then the position taken by Mr. Metz is not a tenable one. If the programme and the blanks had stated that the race was for the "Championship of C. N. Y., open

to riders of Central New York only," then the barring of Mr. Hall was correct. The ground taken by Mr. Metz, the contestant who protested Hall, that "Brooklyn was not in Central New York," and consequently Hall could not start, is not well taken, providing our information as to the wording of the entry blanks is correct. It has been held time and time again, that championships for any section or country can be competed for by non-residents, unless it is distinctly stated that such a race is open to members of section named only. The judges' ruling that Hall could start is correct. In another place will be found a letter from Messrs. Cole and Hinds, the judges.

MR. HALL AND THE HERKIMER COUNTY RACES.

Editor Bicycling World: We had hopes that Mr. H. J. Hall, jr., would get through the Herkimer races without the necessity of a word from us, but, as in the last issue of the WORLD, he has backed square down as to his controversy with the captain and members of the Fort Dayton Club, and has withdrawn his imaginary suit for damages, and tries to blame "Wing-Foot," who undoubtedly reported him correctly, turns his whole attack squarely upon the judges, we are fairly forced to do battle in self defence, which we will do in the plainest manner possible. Now in regard to the foul which Mr. Hall has had so much to say about. Mr. Hall came into the judges' stand and claimed a foul against Mr. Marquise, of Utica, who finished second, and claimed that Mr. Hammes, who finished third, was entitled to the second prize. Mr. Marquise claimed that he did not foul Wilson, and Mr. Hammes said in the most emphatic manner that Mr. Marquise was entitled to the second prize, and that he had no complaint to make. All the riders except Wilson, who was hurt, were in the judges' stand and were questioned closely, and all agreed except Hall, that Mr. Marquise did not foul Wilson. At this point Mr. Hall backed square down and admitted that he must have been mistaken but he certainly thought he was right, but that as other riders were in much better position to see they must be right. What could the judges do but give the second prize to Mr. Marquise?

Now in regard to the race for the championship of Central New York: When this race was called, Mr. Metz protested Mr. Hall on the ground that Brooklyn was not in Central New York, and that a man from Massachusetts might as well ride for the championship of Ohio as for a Brooklynite to ride for the championship of Central New York. Mr. Hall admitted that he did not understand that it was Central New York championship race when he sent his entries, but he thought that as the Club had accepted his entries, he should be allowed to ride. We do not think that the mere acceptance of his entries entitled him to ride any more than it would had it been proved that he lived in Chicago. In regard to the delay, we will say that there was a misunderstanding as to who were the judges, as the timers were put on the score cards as judges. As soon as the matter was settled as to who were the judges, it proved as we supposed, that we were both judges and a majority, we decided that Mr. Hall could race. Just at this moment he ordered his wheel withdrawn, and publicly announced that he would not race, that he should bring suit, employ a lawyer, and have his rights, and such-like nonsense, and left the track. We will simply add that the judges did not at this time leave the stand and follow Mr. Hall to his dressing room and try to coax or persuade him to come back. We believe that this whole matter took five minutes,—not twenty as stated by Hall.

E. A. HINDS,

S. F. COLE,

Judges Herkimer Race.

July 4, 1888.

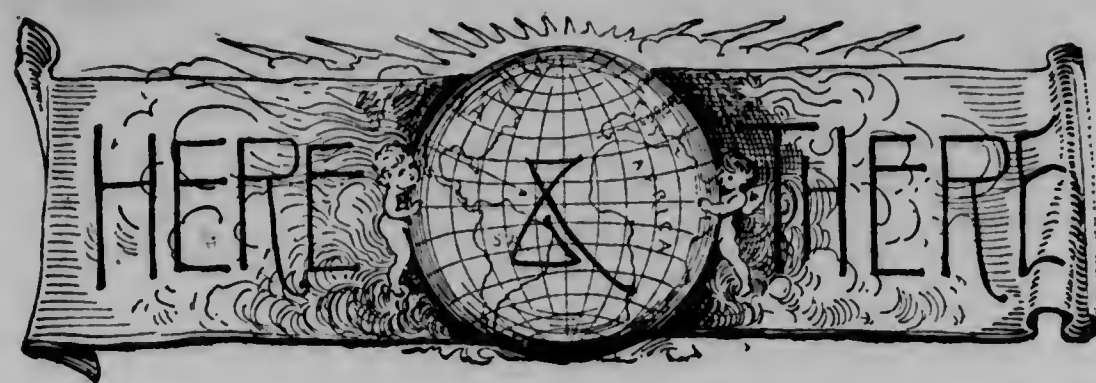
[This controversy must now cease.—Ed.]

THE YANKEE TEAM HOME.

HOWELL NOT COMING.

The Etruria arriving in New York Sunday, brought T. W. Eck, W. F. Knapp and H. G. Crocker of the team. Whittaker did not come with them, but it is likely he will be here in time for the races. Dick Howell will not come, and in view of the fact that the past few weeks Howell has been beaten repeatedly, we are not surprised that his judgement has kept him at home.

The team bring J. West, a one-legged professional. The Yankee team have not scored a financial success, but they have done faithful work while abroad. Knapp has done some big work among the long distance records on a bicycle, and Crocker has done good work on the tricycle. The team are now in Buffalo.



NOTES BY

THE "CAVILER."

I WENT out for a walk with a friend last Sunday afternoon. The reason I walked was because I could not borrow a "bustle and hoop-skirt safety bicycle," for the use of my friend. We walked out Commonwealth avenue way, and picked out the kind of a house we would like to live in after the time when it would be proper for us to go to Cottage City bicycle meet, unaccompanied by a chaperon. Many cyclists passed us, some I knew and some I didn't, but I said I knew them all, which did just as well. We had reached Berkeley street, when my friend grabbed my nigh arm excitedly and exclaimed, "Look! look! here come the contestants in the Eastern Road Club's race. It must be that race, for I read in the papers that it was to be on Sunday. I don't think it right, do you? Oh, who do you think will win? See how fast they are going. I think that tall, thin young man ahead is the fastest rider, don't you? But I think on Sunday he ought to wear something over those black tights, which seem to fit him to the bone."

At the first opportunity I explained to my talkative companion that the speeding riders approaching were not in a race of the Eastern Road Club, for that Club never had thought of holding a race on Sunday. The mistatement that such was the Club's intention was made by a profane newspaper-man. I further explained that the mistatement had been the cause of much trouble and embarrassment to Captain Dr. Kendall. He had been busy for the past fortnight setting at ease the minds of shocked friends, who had written to him to mend his ways. The day after the paragraph appeared, the doctor had to neglect his patients, such a throng of protestors descended upon his office. Among those who called to protest was the Mayor of Newton, who stated in a kind but firm manner, that "the guardians of Newton's peace and safety would take into custody any wheelmen who undertook to race through that city on the Sabbath." A little newspaper mistake sometimes makes a pretty big row.

"Well, if they are not Eastern Road Club racers, who are they?" inquired my charge, as we stopped to gaze at the wheelmen, as they sped by at a 3-minute clip. "My dear," I returned, "they are not racers at all, they are simply members of one of our clubs returning from a 'quiet' afternoon run. It would not be a 'quiet' run for certain classes of riders unless they came home in that reckless fashion. The rather stout young man with unreliable stocking supporters, and a stream of water running down between his eyes and off over his nose, is known as one of our best 'scorchers,' and he will enter for the Eastern road race. You see he rides easily in second place, close to the young man in tights you admire so much. I suppose he is getting practice for the race."

THERE were six of the riders, and they raced down the avenue reckless of their own appearance or the safety of pedestrians. Near us, a little girl broke away from her nurse in the park and ran across the street, just in front of the leading rider. It was almost a miracle that he did not run over her. Had he struck her the cyclists behind him must have fallen too, they were so close together. The child would have been underneath all, and would have surely suffered severe injuries. I do not consider the damage that would have resulted to the wheelmen, for they would have deserved all they received. Such racing performances through the streets on a Sunday are disgraceful as well as dangerous, and nothing would please me better than to hear that half a dozen wheelmen who are given to the practice, had been arrested and fined a good round sum. It would be a wholesome lesson to others.

WE continued our walk on the avenue to Chester Park, and then went across the street to admire Col. Pope's fine house, which is situated just at the entrance and near the home of one of the West End Railroad magnates. The doors and windows of both the houses were heavily boarded, which told me very plainly that the owners did not have to indulge in a five-cent horse car ride or a stroll in the Back Bay park when they wanted a sniff of fresh air or

a glimpse of green trees. But it did not make us envious; we only drew a little closer together and walked on. I mentally wished that the Colonel was at home. If he was I knew that he would invite me in, and most likely offer me something good from his cellar. The Colonel generally wears a blue ribbon himself, but he had a very kindly consideration for the comfort of his friends.

SUDDENLY I heard exclaimed at my side, "Oh! who is that? I mean that handsome man who is coming towards us so fast, wearing such lovely gold braid on his hat and a beautiful yellow design on his coat sleeves. 'Who is he?' 'Why that is Captain Lonny Peck.' 'What is he Captain of, a base ball club?' 'Nonsense, he is Captain of the Massachusetts Bicycle Club.' 'Oh, I thought that club had gone out of existence long ago. I suppose that this is a club run Captain Peck is making. Does any one ever go with him a club run?' 'I don't know,' I answered. 'What does he do for his club?' she asked. 'Oh, he wears gold braid for its sake,' I replied. Then our conversation drifted into topics which would not prove interesting to the general reader.

By the way, I want to thank Harry Corey for the invitation to ride with him on his tandem you forwarded to me. It reached me at my summer "Schloss." I'm not accepting such invitations this year, and I have only to congratulate Harry on his shrewdness in thus attempting to discover the identity of the "Caviler."

MR. EDITOR, when you first wrote me calling for "copy," I could not imagine what it meant. I soon caught on, however. I now have another definition, which I call good, and I think it is certainly a very appropriate word for what we are given to read in some of the cycling columns of the daily newspapers; it is all "copy" from the WORLD.

BUFFALO.

"ALI BABA."

IN making my bow before that austere personage, the Editor, my courage well nigh fails, as disquieting visions of blue pencil and waste basket loom up and dash away the poetic dreams which might bless a sweltering nation and soothe the heated brow of the mid-day wheelman. But for fear that I might trespass too much upon your valuable space, I will not afflict you with anything of the sort this time, in view of the many attractions which claim our attention.

PERHAPS it is as well for me to say it now, as later, that the Old Buffalo Bicycle Club, of which I am proud to be a member, must pardon me if I shall preach a few pointed sermons from time to time,—text, on and off the wheel. And Mr. Editor, as I haven't got name, and am pining for one, please christen me at once. [We christen you Ali Baba.—ED.]

THE reception and entertainment for next week is in the hands of the Buffalo Club, and is that not enough to say that this department will be done brown? The members of that committee are W. S. Bull, chairman; R. B. Hoffman, secretary; R. C. Chapin, W. S. Jenkins, C. W. Adams, and A. J. Russell, and they with the assistance of their Club associates, have been hard at work, and now all the arrangements have been perfected and all we need is the crowd.

THERE is, however, a limit to human possibilities, and therefore, while the Buffalo Club will have its full force out to act on the reception committee it is clearly beyond their ability to meet every one of the 130 incoming trains. No visitors need feel slighted, however, as the Fair Association will have a bureau of information established at every depot and in case where the Reception Committee cannot have members to meet every train, wheelmen and visitors will be able to secure any information needed for their guidance and comfort.

A STRONG movement is being made among the residents along the line of the parade to decorate their houses and lawns.

THE Women's Wheel Club of this city will give a reception at the Buffalo Bi. Club house on Thursday forenoon to all visiting lady cyclists and ladies accompanying wheelmen.

ON Friday the tour to Niagara Falls will take place. The distance is 22 miles. The excursionists will leave the Buffalo Club House at 9 A. M. and will return by wheel or train.

THE parade will start Wednesday, Sept. 5th, at 9.30 and all wheelmen participating in the parade will be given an admission ticket to the Fair Grounds for that day only.

DON'T make the fatal mistake of coming to Buffalo without your wheel. This is last time before the great event that I shall have a chance to urge all to come and we will guarantee to send you home feeling that you have had the best time of your life.

WE are told that Bidwell, who will lead the parade at Buffalo, will have none but riders of the ordinary, on his staff, which the same authority states that Mr. Bull, Marshal of the 1st Division, will insist on his aides all riding the rear-driver safety.

THE business meeting of the New York State Division will be held at the Buffalo Bicycle Club House, 132 College st., on Tuesday evening at 7.30 o'clock.

NEW YORK AND
LONG ISLAND NOTES.

"WING FOOT."

THE Riverside Wheelmen, according to a note lately received from Lieu. Miller, are very active this summer. A long run is taken every Sunday, weather permitting, and their club runs are always well attended. On the 19th they had a fine run to Patchogue and return, meeting some of the Glen Cove Wheelmen, and Prospect Wheelmen, of Brooklyn, en route. On Sunday they wheeled up to Tarrytown, crossed to Nyack for dinner, and returned down same route. The Riversides will have a large delegation at Buffalo, and "dark horse" Menge is being groomed to show what there is in him, in one of the novice's races.

MESSRS. J. R. Veale and F. de G. Kane, of Swartzoza, were visitors on Sunday last at the Manhattan's club house.

A PARTY of wheelmen from the Brooklyn Bicycle Club leave New York to-day for a little ride to Buffalo, via Albany.

THE New Yorks are keeping up their enthusiasm in the matter of road record to a wonderful degree, and August's records will be as large as any on the list.

I ENJOYED a novel ride along the beach from Far Rockaway to Rockaway Beach, last Sunday. This can only be taken at low or ebb tide, and only on machines having good sized tires, as otherwise it is like climbing a hill, and very tiresome.

THE Manhattan Bicycle Club, the one of the clubs who are not going to Buffalo, will run down to Patchogue tomorrow and not return until Tuesday, the 3d. They also have arranged for runs as follows: Sept. 16th, to Far Rockaway; Sept. 30th, Babylon; Oct. 14th, to Orange; Oct. 28th, to Tarrytown.

THE new club house of the New York Bicycle Club is very slowly approaching completion, but will by no means be ready for occupancy on the date that the club must give up their present quarters, September 1. All the front is finished with the exception of the porch and entrance, but none of the windows have yet been put in place.

IN fact, "all roads lead to Buffalo," just now. The West Shore train will take a memorable gathering of wheelmen out of the city to-morrow evening, and on Sunday, too. I have heard it rumored that every wheelman in the parade will be presented with an admittance ticket to the Fair, good for the whole period.

[Our correspondent is misinformed. Free admission to the grounds Sept. 5th, will be given to all wheelmen participating in the parade.—ED.]

KANSAS CITY.

"MENTOR."

LAST Saturday evening (18) at the rooms of the United Wheelmen was the scene of unwonted animation and gaiety, the occasion being the opening reception of the club since occupying its present suite of apartments. Upward of 100 attended, and enjoyed the hospitality of the United Wheelmen. The event was a great success, and will be long remembered as such. The United Wheelmen are now comfortably housed in a suite of rooms right in the very centre of the business portion of the city, making it convenient to the members. The rooms are large and nicely furnished. There are three rooms—billiard room, parlor and reading room, all connecting. In the billiard room there is a fine Brunswick-Monarch table. A fine upright grand Fischer piano. The reading room has a book and periodical rack, besides a number of card tables. The rooms all are finely carpeted. The walls are all adorned with fine pictures, especially cycling groups. The furniture is all in harmony with the corresponding surroundings.

BUT the reception. A number of fine guitar, mandolin, piano, zither, and flute selections were rendered by members of the club. Later in the evening a fine collation was served in an improvised dining hall. The feast consisted of fruit, cake, wines, etc. Afterwards choice Havanas were smoked. At a late hour the guests departed, having spent a very enjoyable evening. This is the first of a series of entertainments to be given this winter. A series of annual balls

will be inaugurated, which promise to be quite swell affairs. It will, of course, be knickerbockers and silk stockings. A public entertainment will probably be given this winter. There is a fine array of musical talent in the club, and it will probably result in a minstrel show or something on the same line.

LAST Sunday Messrs. R. B. White, Ernest Wood, Bimpson, John White and H. L. Whipple, of the Quincy Bicycle Club, Quincy, Ill., and Messrs. Harry Woodruff and Locking, of the Marion County Wheelmen, Hannibal, Mo., arrived in town, to see our bustling city. They were met at the depot by members of the United Wheelmen, and escorted to the club rooms, where they were regaled with a lunch. In the afternoon a line was formed, and the visitors were shown over the town, visiting the fine residence sections. Late in the evening they returned home, and they say they enjoyed their trip hugely, which we are glad to know.

MESSRS. ALBERT OTT and Harry Keefer, of the Olathe Wheelmen, Olathe, Kan., were in the city last Saturday and Sunday. They attended the club's reception.

BOB LEE, an ex-Rambler from wayback, has been here several times lately.

NED JEWETT, Captain of the Leavenworth County Wheelmen, Leavenworth, Kan., will attend the Buffalo tournament. Ned is the Kansas champion, and he is going to get a few additional points how to pedal faster.

NEW JERSEY NOTES.

"RATCHET."

A MEMBER of the Hudson Co. Wheelmen made a go at Eagle Rock a few days ago. He did well, going as far as the stone crusher before being forced to dismount. He tried to coast down, but managed to lose control of his wheel, the result being a header which put both himself and machine in the repair shop. No bones were broken.

A PARTY of Hudson County men under the leadership of Capt. E. R. Baggott went to South Beach, Staten Island, on Sunday, and spent a very pleasant day.

VICTOR HESSE of this city, on a Springfield Roadster, and his fourteen-year-old boy riding a 36-inch Ideal, rode from the State Camp to Highland Beach, (25 miles), on Friday, and made the return trip on Saturday. The little chap stood the trip like a Trojan.

SPEAKING of the State camp reminds me that I saw three side steers, two Crippers, two rear-driving Safeties, two Stars and one Ordinary there during the last week. Having my hands full of military business I was unable to do more than note the styles of the machines.

HOWARD SMITH tells me that the Misses Nellie and Nettie Mulford, of this city, were the first ladies in New Jersey to own and ride the ladies' bicycles. The young ladies are fast developing into graceful riders and are on the road nearly every fair day. Their machines are Royal Salvos.

ON Saturday Mr. Wells made an attempt to establish a twenty-mile track record for the tricycle, riding a Quadrant weighing but little above 35 pounds. The track was in such bad shape that he was compelled to give up the job at the fifth mile, his times being 3.50, 7.25, 11.06, 15.08, 19.23.

THE writer met the Rev. Mr. Glazebrook, a member of the Elizabeth Wheelmen, at the State camp at Sea Girt, a few days ago. Mr. Glazebrook holds the position of chaplain with the rank of captain in the Third Regiment, N. G., N. J. If the genial chaplain is as much of an enthusiast in matters of cycling as he is in matters military, it is no wonder that he is popular.

NEW ENGLAND.

"THE FOTTIST."

QUITE a little breeze has been raised in Northampton, Mass., over the question of whether wheelmen shall use the sidewalks or not. A lady who signs herself "H." champions the cause of the wheelmen and she says she hopes the cyclists will be permitted the use of the sidewalks under proper restrictions. We thank the lady for her zeal in behalf of wheelmen but we decidedly question the wisdom of allowing cyclists the use of the sidewalks in a populous village or city.

A. H. OVERMAN has returned from Europe much refreshed and rested after his six weeks' trip.

MR. FRANK DRULLARD of the Buffalo Bi. Club has been spending a few days in Boston, the guest of Mr. H. D. Corey.

THE Cycle Club of Nashua, N. H., will take a century run from Nashua to Echo Bridge Newton next Sunday. The start will be made at 4 A. M.

NEW ENGLAND just now is filled with wheeling tourists. The mountains regions of Massachusetts, New Hampshire and Maine seem to be favorite sections.

W. VANWAGONER attempted to ride 100 miles on the road at Newport, R. I., without a dismount. The wind blew a gale, and at the end of the 84th mile he had to stop.

MR. N. C. FOWLER, of the advertising department of the Pope Mfg. Co., is taking a much needed rest and vacation. He has taken a steamer down East, and will go as far as Pictou and Charlottetown.

THE fishing party that visited Scituate, Mass., under the pilotage of Dr. Kendall have reported. They report "some" Cod, a good deal of sea sickness and of course a "high old, and most enjoyable time."

SEPTEMBER 25th is the date set for the races at Providence under the auspices of the Rhode Island Division. Keep your eye on the columns of this paper for the particulars which will appear from time to time.

THE Keene, N. H., *Observer*, in an editorial, properly takes the ground that the sidewalk is not the place for bicycles. This paper says: "The bicycle is a perfectly legitimate vehicle but its proper place is on the roadway."

THE call lately made through these columns to lady and gentlemen riders of the tricycle, living in the vicinity of Malden, Medford, Stoneham, Wakefield and Melrose has resulted in the formation of a club of ladies and gentlemen to the number of 63.

DOANE writes that he has got as far as Schenectady, N. Y., and will be in Boston Sunday, A. M. He says "I bring up at the Reservoir Sunday morning sure." With this fact in view, we have no doubt but there will be a big delegation out to meet him.

F. A. McMASTERS and F. H. Thompson of Nashua, N. H., have just returned from a wheeling tour to New York City. In the *Telegraph* of that city, McMASTERS is reported as saying: "You will never catch me wheeling to New York again. The only decent wheeling part of the road is between here and Worcester and Providence and home. The rest of the way is terrible. Besides the bad road it rained hard much of the way and we were drenched. When we got to New York we could not use our wheels at all and had to store them, besides paying \$2 to have them taken across the city, as we could not ride them in the crowded streets."

NEWS

AND COMMENT.

A RAILROAD tricycle has been constructed for one of the surgeons of the Union Pacific road which can be run at speed of fifteen miles an hour. The machine has two large wheels to run on one rail, one 30 inches and the other 26 in diameter, and a 14 inch wheel to run on the opposite rail. It is built with ball bearings, cranks and pedals, like an ordinary tricycle.

From Buffalo to Hartford.

THEY speak of a man who is training out in Minneapolis, as "rolling dust."

It is said that Washington may invite the League to hold its 1889 meet in the Capital.

ANOTHER cyclist, named Waldman, seriously injured in Washington, through the reckless driving of an unknown man.

The Park Commissioners of San Francisco are about to frame an ordinance compelling wheelmen to carry lighted lamps after dark.

THE *Hartford Recorder* is responsible for the startling statement that the American team, during their sojourn abroad, "won nearly 200 watches!"

MESSRS. Henry Goodman & Bro. will issue the official programme and score card at the Rochester, Buffalo, Lockport and Hartford tournaments.

LABOR DAY, next Monday, and the Union run of the Massachusetts wheelmen, from Cambridge Bicycle Club house, No. 81 North avenue, Cambridge.

B, No. 97, writing from Detroit says: "From your Detroit correspondent's report of the 100-mile run for the Traub medal, on July

24, it might be inferred that Mr. Adams dropped out after riding twelve miles. Mr. Adams wheeled over the entire route covered by Mr. Smith, excepting the eight miles between Wheatley and Romney, and made thirty-three miles the first three hours. The run on the return was made leisurely, and Windsor was reached at 8.30 P. M. His Butcher cyclometer showed a total distance for day, of ninety miles."

THE city of Detroit is about to repave some of the principal avenues of the city, so the Detroit Bicycle Club is circulating a petition praying that the paving will be of asphaltum, or some similar smooth cement.

OUR Mr. J. S. Dean writes us from England, and says, "even I am astonished at the wonderful hold the rear driving safety has on the cycling public of this country." Mr. Dean will not return to this country before the first of October.

MESSRS. HENRY GOODMAN & BRO., of Hartford, have compiled a book of records from data, furnished by the BICYCLING WORLD. This valuable reference book is now in the hands of the binder, and will be issued by the time this paper reaches our readers.

MR. AMSTEAD WEBB, the bugler of the Baltimore Club, has purchased a new pup, and he proposes to train so that he will answer and obey bugle calls. At first, it is said, the dog refused to be comforted, but sat on his tail and howled, after the manner of his kind, when hearing music.

THE L. I. Wheelmen of Brooklyn, have had a janitor who rejoices in the name of Rudd. This same Rudd became invisible a few days ago, much to the real surprise of the members of the club, the feigned astonishment of Mrs. Rudd, and the chagrin of certain and numerous creditors of the aforesaid Rudd. Up to the present writing, the naughty janitor has not materialized, and from what we can learn there are certain cash debts due tradesman and the L. I. members, that will fail to materialize also.

"It is without doubt the longest advertisement of a single book that is until now on record." So says the *Publishers' Weekly*, concerning the 96 pages of "newspaper notices of 'X M Miles on a Bicycle,'" which Karl Kron has inserted in the "Publishers' Trade List Annual for 1888." The "ad" in complete pamphlet form comprises 150 pages, however, and Karl Kron, having returned from his tour to West Springfield, is now mailing copies freely to all who apply to him by postal, at the University Building, Washington Square, N. Y.

AN exchange tells the following story: "Curious enough was the recent adventure of a Lewiston, Me., boy, who was riding home on his bicycle from Boston not long ago. He and his brother were coming down a steep hill, this side of Danville Junction, when the wheel 'lifted' and he went over the handle, like a shot out of a catapult, and struck full on his head. He got up, walked along by the side of his wheel and said nothing. His face was cut and lip bleeding. This was on Saturday. From then until Sunday night, he knew nothing about the header, and could not remember anything about the hill this side of Danville Junction. Again and again he asked how the crystal of his watch had been broken and what cut his lip. His memory of the country between Lewiston and Danville Junction was simply nil. He was told of his mishap on Sunday evening, but said that he didn't know it and couldn't understand it. Of course he is all right now and says he has experienced no ill effects of the fall, but it is a curious lapse of memory, just the same."

BUFFALO.

TAKE your wheel.

The Boston & Albany make special rates for wheelmen.

We shall be late next week, but we propose to give the full report of the tournament week at Buffalo.

The Buffalo Club house, 132 College street, will be open every evening during the week. Lemonade, cigars and cigarettes will be served.

Eastern riders and the public at large should remember that the Fitchburgh are offering great inducements to go via their route.

We shall be represented by Mr. Howard P. Merrill, as correspondent, and Mr. Geo. D. Hazard will look after our advertising interests.

The 100-mile course was measured by a party of five gentlemen, under the leadership of E. N. Bowen. Each rider had a good cyclometer on his wheel. This will give five distinct and separate measurements.

W. A. Doane writes us from Buffalo as follows: "Have ridden from Indianapolis in 6 days, riding 88 miles a day. Took a very hard fall yesterday and was picked up insensible. The 100-mile

By far the most essential quality in a tandem next to ease of running and excellence of manufacture is

PERFECT PRACTICABILITY.

This is contained in the highest possible degree in the

American Challenge Tandem

Which is the only tandem tricycle in the world that can be successfully run on

Every Sort of American Roads

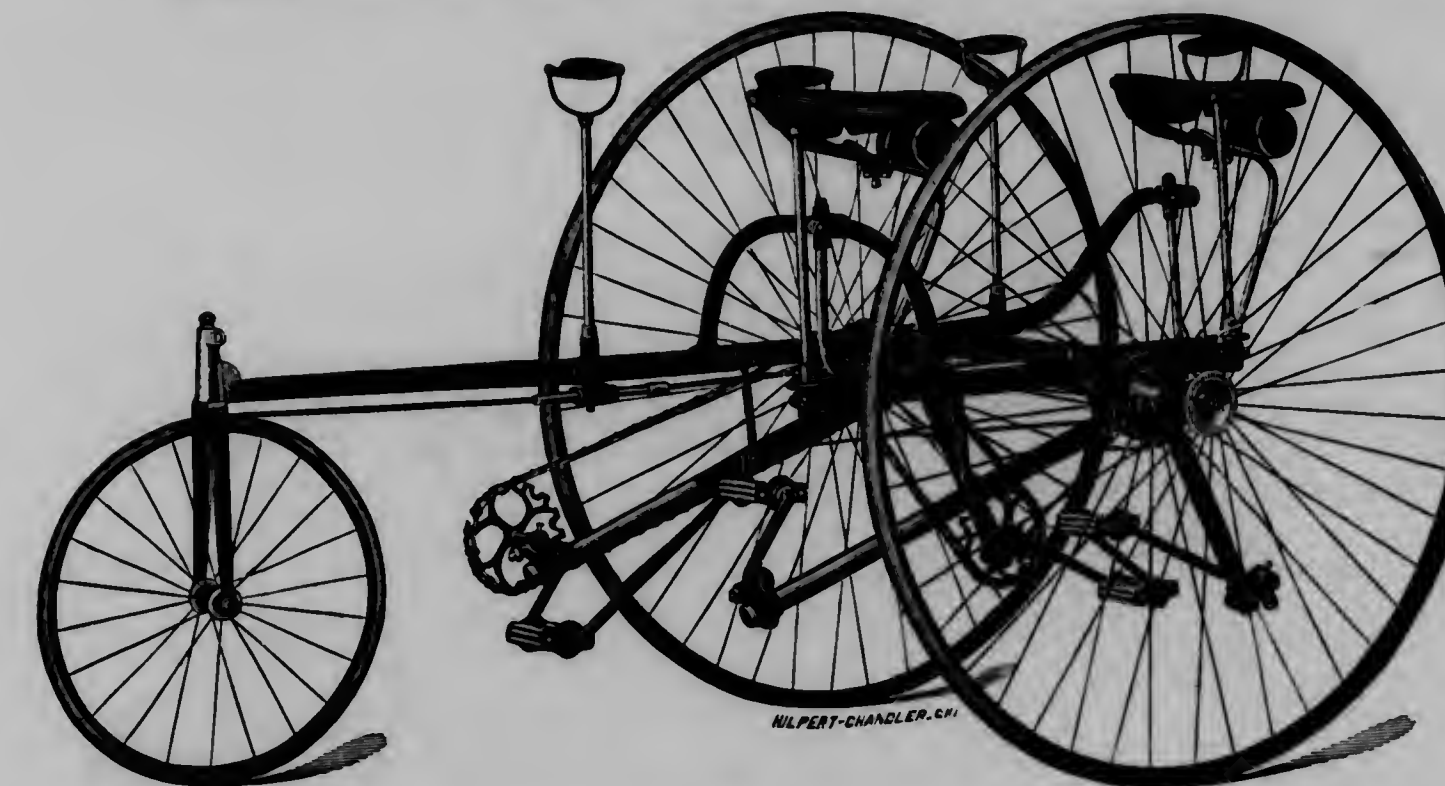
It can be steered, too, and braked by both riders, and can be ridden by two ladies.

Between the two riders is ample room for a child's seat, which we furnish at an extra cost of \$5.

By all means see this machine before purchasing the ordinary three-track type, lest you become burdened with a practically useless tandem for touring purposes.

Price, Ball Bearings all Over, \$180.

64-page Catalogue mailed free.

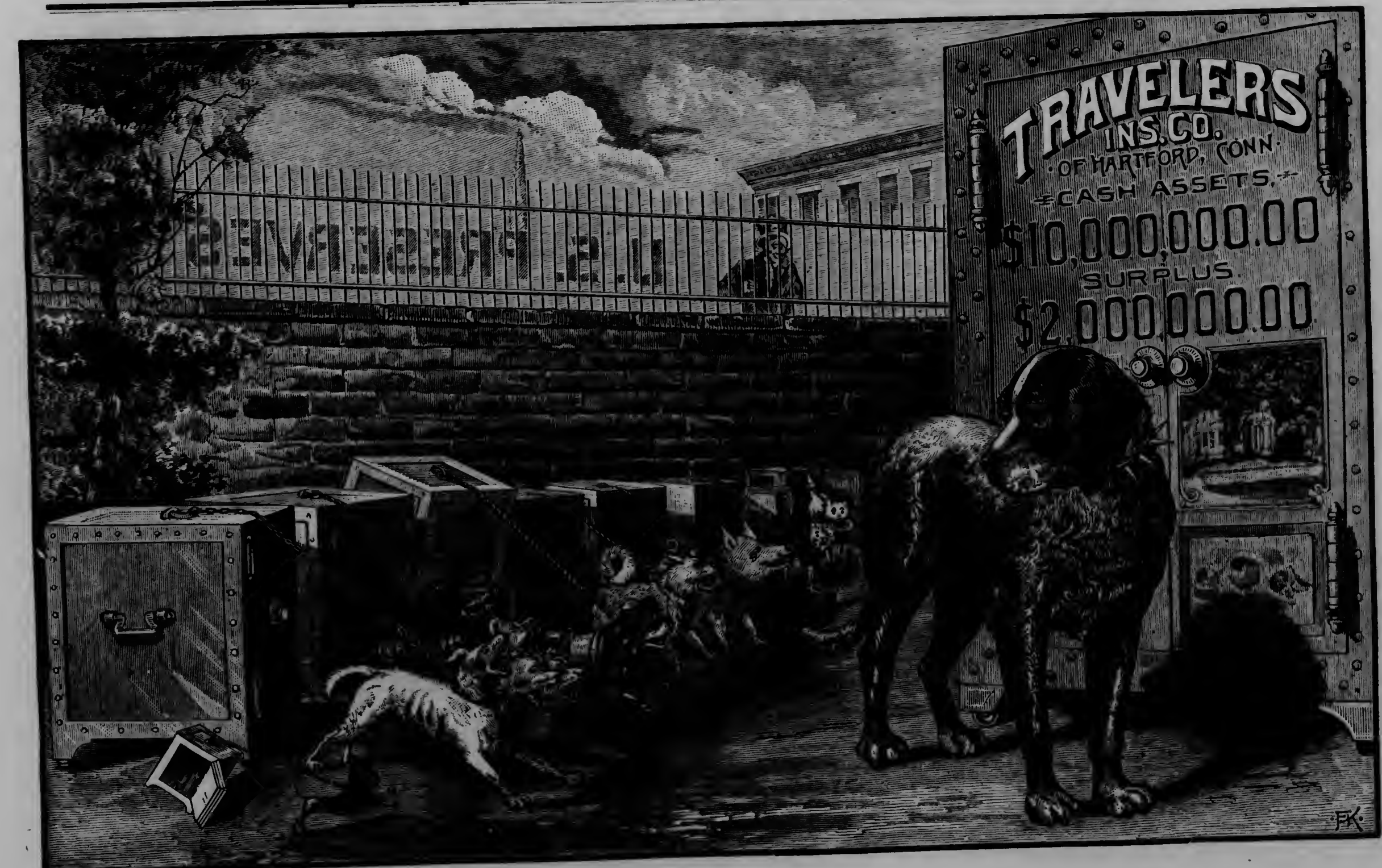


GORMULLY & JEFFERY MFG. CO.,

222 to 228 No. Franklin St., Chicago, Ill.

Largest American Manufacturers of Cycles and Sundries.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

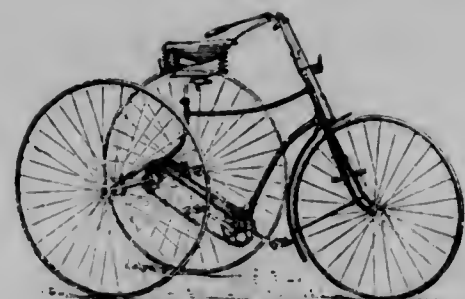




SWIFT NO. 1. \$135.

COVENTRY MACHINISTS' CO.

239 Columbus Ave., - - BOSTON.



LT. MARLBORO'. \$180.

SIMPLICITY

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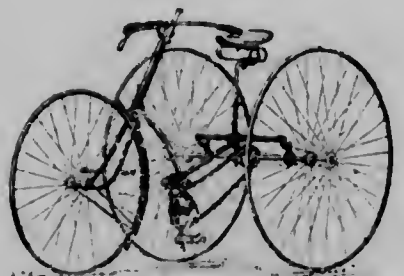
STRENGTH.



HIGHEST GRADE

-AND-

SUPERIOR FINISH.



MARLBORO' NO. 2. \$160.

Illustrated Catalogue Free on Application.



SWIFT NO. 2. \$120.

INCER CYCLES

Extract of Letter from W. S. Doane, now on his way from Denver to Boston, (Dated August 25.)

"I can fully agree with you regarding the Apollo, and would say that I have thorough confidence in the wheel, and that is saying a great deal more than I could about the ——. I think without any doubt that the Apollo is the finest, easiest-running and strongest wheel I ever rode, and I only hope that I shall always be able to ride one, as up to the present date there is no wheel in the market that suits me better, and I can tell you I have ridden very, very hard for the last week, hard enough to tear any ordinary wheel to pieces."

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.

BICYCLE AND ATHLETIC GOODS.

The KINGSTON KNITTING CO., - - 27 Kingston St., Boston, Mass.,

Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited.

KINGSTON KNITTING CO.



Correspondence invited.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 25 cents. New edition now ready. For sale by Bicycling World Co., 12 Pearl St., Boston.

course is for forty miles the most perfect road I ever rode over in my life; they are a few bad hills, but the 100 miles ought to be ridden close on to my record, if not better."

[Doane's record is 7h. 24m. 3 sec., which is the best American record in competition. The world's record in competition is 7h. 9m. 59 sec., and was made by Crooke in England, Sept. 24, 1887. The world's record vs. time, is held by S. G. Whittaker in 6h. 24m.—Ed.]

ENTRIES TO OUR 100 MILE ROAD RACE.

ENTRIES TO CLOSE SEPTEMBER 4.

The entries received up to Tuesday night for our 100 mile race were: Geo. R. Nisbett, New York; Geo. F. Kahler, Millersville, Pa.; F. A. Eldred, Springfield, Mass.; F. A. Dampman, Honeybrook, Pa.; R. T. McLaren, Adams, Mass.; P. M. Harris, New York; N. H. Miller, New York; Robert Geowing, Denver, Col.; Roy S. Blowers, Westfield, N. Y.; Geo. B. McIntire, Erie, Pa.; F. M. Dampman, Pittsburg, Pa.; B. F. McDaniel; C. A. Elliot; S. M. Merrihew, Wilmington, Del.

Remember that entries close September 4. Entries to N. E. Ducker, Buffalo. Fee \$1.

ENTRIES BUFFALO TOURNAMENT.

The professional events for the Buffalo Tournament are as follows:

TUESDAY, SEPT. 4TH—FIRST DAY.		
Miles.	Wheels.	Conditions.
1	Professional, Tandem.	Open.
1	Professional, Bicycle.	Handicap—150 yards limit.
3	Professional, Bicycle.	First heat world's championship.
2	Professional, Rovers.	Handicap—200 yards limit.
WEDNESDAY, SEPT. 5TH—SECOND DAY.		
Miles.	Wheels.	Conditions.
1-2	Professional, Bicycle.	Open.
3	Professional, Bicycle.	Handicap—450 yards limit.
5	Professional, Tandem.	Handicap—500 yards limit.
1	Professional, Rovers.	Handicap—100 yards limit.
THURSDAY, SEPT. 6TH—THIRD DAY.		
Miles.	Wheels.	Conditions.
5	Professional, Bicycle.	Second heat world's championship.
1	Professional, Tandem.	Handicap—100 yards limit.
5	Professional, Rovers.	Handicap—400 yards limit.
3	Professional, Tricycle.	Open.
SATURDAY, SEPT. 8TH—LAST DAY.		
Miles.	Wheels.	Conditions.
2	Professional, Bicycle.	Handicap—300 yards limit.
1	Professional, Bicycle.	Final heat world's championship.
1	Professional, Tandem.	Handicap—250 yards limit.
1	Professional, Rovers.	Handicap—100 yards limit.

The following named professionals have entered in the above events: T. W. Eck, Minneapolis; H. G. Crocker, Newton; W. F. Knapp, Denver; Eddie McDowell, Philadelphia; S. G. Whittaker, Chicago; W. H. Barber, Rochester; William A. Rowe, Lynn; Sidney Eastwood, Denver; F. W. Allard, Coventry, Eng.; Jack Lee, Nottingham, Eng.; Jules Dubois, Paris, France; W. J. Morgan, New York city; Ralph Temple, Chicago; William M. Woodside, Dublin, Ire.; Robert Neilson, Boston; L. D. Munger, Chicago; Joseph West, Birmingham, Eng.; E. C. Maltby, Birmingham, Conn.

AMATEUR ENTRIES.

The entries to the amateur events are as follows:—

FIRST DAY. One-mile bicycle, novice—R. W. Jameson, Rochester; T. Roe, Chicago; K. Brown, Cambridge; W. N. Robertson, Stratford, Ont.; J. J. Kane, O. P. Starkey, W. B. Miller, W. A. Mead, Buffalo; F. Carroll, Elmira; R. T. McLaren, Adams, Mass.; C. R. Fitch, Brantford, Ont.; F. N. C. Jerauld, W. F. Gassler, Niagara Falls; B. P. Gage, Warsaw, N. Y.; A. J. Menges, New York.

Ten-mile bicycle, L. A. W. championship—W. Windle, Millbury, Mass.; W. I. Wilhelm, Reading, Pa.; W. R. Winship, N. H. Van-Sicklen, Chicago; J. F. Midgley, W. E. McCune, Worcester; F. Forster, Toronto; G. M. Worden, New York; C. P. Adams, Springfield; W. E. Crist, P. S. Brown, Washington; H. L. Kingsland, Baltimore; C. J. Iven, Rochester.

One-mile bicycle, 3.10 class—T. Roe, Chicago; W. J. Grubb, Pottstown, Pa.; B. Myers, Peoria; K. Brown, Cambridge; W. H. Carman, Norwich, Ont.; E. O. Rascoe, Woodstock, Ont.; E. Riebler, Ann Arbor; C. F. Glass, Brooklyn; C. J. Connelly, Rochester; B. C. Patchin, Wayland, N. Y.; C. P. Forbush, F. M. Brinker, W. G. Schack, W. B. Miller, Buffalo; F. Carroll, Elmira; R. J. McLaren, Adams, Mass.; A. C. Banker, Pittsburg; C. B. Fitch, Brantford, Ont.; F. N. Jerauld, Niagara Falls; A. Banks, Denver;

W. E. McCune, Worcester; B. P. Gage, Warsaw, N. Y.; L. J. Barber, Washington.

Two-mile bicycle State championship—H. J. Hall, jr., Brooklyn; W. T. Campbell, Niagara Falls; E. P. Cochran, Leroy; T. W. Roberts, Poughkeepsie; A. H. Montgomery, Buffalo.

Three-mile tandem roadsters—R. H. Davis, Cambridge, and A. S. Hill, Boston; A. C. Banker and W. D. Banker, Pittsburg; C. P. Adams, Springfield, and H. E. Ducker, jr., Buffalo; W. E. Crist and P. S. Brown, Washington; J. J. Kane and J. J. Welshofer, Buffalo.

One-mile tandem bicycle, open—R. H. Davis, Cambridge, and A. S. Hill, Boston; H. J. Hall, jr., Brooklyn, and L. J. Barber, Washington; A. C. Banker and W. D. Banker, Pittsburg; P. M. Harris and V. H. Muller, New York; W. E. Crist and P. S. Brown, Washington.

SECOND DAY. Two-mile bicycle, novice—R. J. Jameson, Rochester, K. Brown, Cambridge; W. E. Findley, New York; F. M. Brinker, W. B. Milley, C. B. Callan, Buffalo; C. R. Fitch, Brantford, Ont.; W. F. Gassler, Niagara Falls.

Five-mile bicycle State championship—H. J. Hall, jr., Buffalo; W. S. Campbell, Niagara Falls; E. P. Cochran, LeRoy, N. Y.; T. W. Roberts, Poughkeepsie, N. Y.

Three-mile Rover's handicap (250 yards limit), Roadsters only—W. J. Wilhelm, Reading, Pa.; R. N. Davis, Cambridge; A. S. Hill, P. J. Berlo, Boston; W. D. Banker, Pittsburg; W. E. Crist, P. S. Brown, L. J. Barber, Washington.

One-mile bicycle Club Team race, three men each—Worcester Bicycle Club, Washington Bicycle Club, Buffalo Ramblers.

Five-mile tricycle, L. A. W. championship—W. I. Wilhelm, Reading; F. Foster, Toronto; E. M. Tower, Oxford; A. S. Hill, Boston; W. E. Crist, P. S. Brown, Washington.

Two-mile tandem, open—R. H. Davis, Cambridge, and A. S. Hill, Boston; H. J. Hall, jr., Brooklyn, and L. J. Barber, Washington; A. C. Banker and W. D. Banker, Pittsburg; P. M. Harris and V. H. Muller, New York; W. E. Crist and P. S. Brown, Washington.

One-mile bicycle handicap, 100 yards limit—W. Windle, Millbury, Mass.; T. Rowe, Chicago; W. J. Grubb, Pottstown, W. J. Wilhelm, Reading; B. Myers, Peoria; H. R. Winship, Chicago; K. Brown, Cambridge; C. J. Even, C. J. Connelly, Rochester; J. F. Midgley, W. E. McCune, Worcester; H. J. Hall, jr., Brooklyn; W. H. Carman, Norwich, Ont.; W. S. Campbell, Niagara Falls; F. M. Dampman, Honey Brook, Pa.; E. O. Rascoe, Woodstock, Ont.; F. Foster, Toronto; B. C. Patchin, Wayland, N. Y.; W. E. Findley, New York; E. P. Cochran, LeRoy, N. Y.; C. P. Forbush, A. M. Montgomery, Buffalo; R. T. McLaren, Adams, Mass.; A. C. Banker, W. D. Banker, Pittsburg; G. M. Worden, New York; C. F. Finch, Bradford, Ont.; T. W. Roberts, Poughkeepsie; C. P. Adams, Springfield; A. Banks, Denver; W. E. Crist, P. S. Brown, L. J. Barber, Washington; H. L. Kingsland, Baltimore; N. H. Van Sicklen, Boston.

THIRD DAY. Three-mile bicycle, L. A. W. championship—W. Windle, Millbury, Mass.; W. I. Wilhelm, Reading; H. R. Winship, N. A. Van-Sicklen, Chicago; J. F. Midgley, W. E. McCune, Worcester; H. J. Hall, jr., Brooklyn; W. S. Campbell, Niagara Falls; F. Foster, Toronto; R. T. McLaren, Mass.; C. M. Worden, New York; C. P. Adams, Springfield; W. E. Crist, P. S. Brown, Washington; H. S. Kingsland, Baltimore; A. M. Montgomery, Buffalo.

Two-mile Rovers, open, road wheels only—W. J. Wilhelm, Reading, Penn.; R. H. Davis, Cambridge; A. S. Hill, Boston; W. D. Banker, Pittsburg; W. E. Crist, P. S. Brown, Washington; P. J. Berlo, South Boston.

Five-mile bicycle, 16.00 class—K. Brown, R. H. Davis, Cambridge; W. S. Campbell, Niagara Falls; E. O. Rascoe, Woodstock, Ont.; E. W. Kiebler, Ann Arbor; W. E. Findley, New York; E. P. Cochran, LeRoy, N. Y.; R. T. McLaren, Adams, Mass.; A. C. Banker, W. D. Banker, Pittsburg; C. R. Fitch, Brantford, Ont.; W. B. Milley, Buffalo; H. L. Kingsland, Baltimore; W. E. McCune, Worcester; L. J. Barber, Washington.

One-half mile tandem, open—H. J. Hall, jr., Brooklyn, and L. J. Barber, Washington; A. S. Hill, Boston, and R. H. Davis, Cambridge; A. C. Banker, and W. D. Banker, Pittsburg; P. M. Harris, and V. H. Muller, New York; W. E. Crist, and P. S. Brown, Washington.

One-mile bicycle, open—W. Windle, Millbury, Mass.; W. I. Wilhelm, Reading, Penn.; J. F. Midgley, W. E. McCune, Worcester; W. S. Campbell, Niagara Falls; F. M. Dampman, Honey Brook, Penn.; F. Foster, Toronto; R. T. McLaren, Adams, Mass.; C. M. Worden, New York; C. P. Adams, Springfield; W. E. Crist, P. S. Brown, Washington; N. H. Van Sicklen, Chicago.

Two-mile bicycle handicap, 250 yards limit—W. Windle, Millbury; T. Roe, Chicago; W. I. Wilhelm, Reading; H. R. Winship, Chicago; K. Brown, R. H. Davis, Cambridge; J. F. Midgley,

Worcester; N. J. Hall, jr., Brooklyn; W. H. Carman, Norwich, Ont.; W. S. Campbell, Niagara Falls; F. M. Dampman, Honey Brook; E. O. Rasicoe, Woodstock; F. Foster, Toronto.

Two-mile bicycle, 250 yards limit—B. C. Patchin, Wayland; A. C. Banker, W. D. Banker, Pittsburg; G. M. Worden, New York; C. R. Fitch, Brantford; T. W. Roberts, Poughkeepsie; C. P. Adams, Springfield; A. Banks, Denver; W. E. Crist, P. S. Brown, L. J. Barber, Washington; H. S. Kingsland, Baltimore; W. E. McCune, Worcester; N. H. Van Sicklen, Chicago.

One-mile bicycle, Buffalo city championship—J. J. Kane, F. M. Brinker, C. P. Forbush, W. G. Schack, W. B. Milley, J. B. Milley.

FOURTH DAY. One mile tandem, road wheels only.—R. H. Davis, Cambridge, and A. S. Hill, Boston; A. C. Banker and W. D. Banker, Pittsburg; C. P. Adams, Springfield, and H. E. Ducker, Jr., Buffalo; W. E. Crist and Phil S. Brown, Washington; Joseph J. Kane and J. J. Welshofer, Buffalo.

Half mile bicycle, open—W. Windle, Millbury, Mass.; T. Roe, N. H. Van Sicklen, Chicago; W. I. Wilhelm, Reading, Penn.; J. F. Midgley, W. E. McCune, Worcester; W. S. Campbell, Niagara Falls; F. Foster, Toronto; A. C. Banker, Pittsburg; G. M. Worden, New York; C. P. Adams, Springfield; W. E. Crist, P. S. Brown, L. J. Barber, Washington; H. L. Kingsland, Baltimore.

Ten-mile bicycle, handicap, 850 yards limit—W. Windle, Millbury, Mass.; W. J. Wilhelm, Reading, Penn.; H. R. Winship, N. H. Van Sicklen, Chicago; J. F. Midgley, W. E. McCune, Worcester; H. J. Hall, Jr., Brooklyn; F. Foster, Toronto; B. C. Patchin, Wayland, N. Y.; G. M. Worden, New York; C. R. Fitch, Brantford, Ont.; C. P. Adams, Springfield; H. L. Kingsland, Baltimore; L. J. Barber, Washington.

Three-mile tandem bicycle, handicap—R. H. Davis, Cambridge, and A. S. Hill, Boston; H. J. Hall, Jr., Brooklyn, and L. J. Barber, Washington; A. C. Banker, and W. D. Banker, Pittsburg; P. M. Harris and Val H. Muller, New York; W. E. Crist and P. S. Brown, Washington.

Two-mile bicycle, 6.20 class—T. Roe, Chicago; W. J. Grubb, Pottstown, Pa.; B. Myers, Peoria; K. Brown, Cambridge; W. H. Carman, Norwich, Ont.; E. O. Rosicoe, Woodstock, Ont.; Edward W. Kiebler, Ann Arbor; G. F. Class, Brooklyn; C. J. Conolly, C. J. Iven, Rochester; E. P. Cochrane, LeRoy, N. Y.; C. P. Farmer, W. J. Schack, F. M. Brinker, A. M. Montgomery, W. D. Milley, Buffalo; A. J. Banker, Pittsburg; C. B. Fitch, Brantford, Ont.; A. Banks, Denver; W. E. McCune, Worcester; L. J. Barber, Washington.

Two-mile bicycle, open—W. I. Wilhelm, Reading; H. R. Winship, Chicago; K. Brown, Cambridge; J. F. Midgley, W. E. McCune, Worcester; H. J. Hall, Jr., Brooklyn; W. S. Campbell, Niagara Falls, N. Y.; F. Foster, Toronto; A. C. Banker, Pittsburg; G. M. Worden, New York; C. P. Adams, Springfield; W. F. Crist, P. S. Brown, Washington.

Unicycle race—W. M. Marshall, Beverly, Mass.; W. H. Barber, Rochester; E. C. Maltby, Birmingham, Conn.

OFFICERS OF THE N. Y. DIV. PARADE.

GEORGE R. BIDWELL, New York, Chief Marshal.
C. W. Adams, Adjutant; W. S. Bull, Buffalo, Marshal of the First Division; W. M. Brewster, St. Louis, Mo., Marshal of the Second Division; H. H. Hodgson, New Orleans, La., Marshal of the Third Division.

Staff—H. W. Hayes, Boston, Mass.; C. S. Davol, Warren, R. I.; F. A. Elwell, Portland, Me.; James R. Dunn, Massillon, Ohio; J. C. Carroll, Norfolk, Va.; Dr. J. H. Cooley, Plainfield, N. J.; F. E. Belden, Hartford, Ct.; Dr. C. S. Butler, Buffalo, N. Y.; Dr. W. H. Emery, Boston, Mass.; C. H. Luscomb, Stewart Building, N. Y. City; B. R. Ayers, Chicago, Ill.; Chas. H. Potter, 99 Superior st., Chicago, Ill.; Gerry Jones, Binghamton, N. Y.; John C. Gulick, Vanderbuilt Building, N. Y. City; N. Mahlon Beckwith, 21 W. 37th st., N. Y. City; Thomas Stevens, care "Outing," N. Y. City; H. E. Ducker, Buffalo, N. Y.; I. B. Potter, Potter Building, N. Y. City.

First Division will consist of New York Division L. A. W. Clubs. Second Division will consist of L. A. W. members, other than New York.

Third Division will consist of unattached riders and the juvenile riders.

Each Division will be headed by a band. The line will form at 9.30 A. M. on Linwood avenue, right resting on Summer street. The parade will start at ten o'clock sharp, over the following route (eight miles of asphalt pavement and park road, with the exception of one short block): Linwood avenue to Ferry street, to Main, to Chippewa, countermarch up Main to Edward, to Franklin, to Allen, to Delaware, to North to Richmond, to Massachusetts, to the Front. At the Front a group photograph of the cyclists will be taken. The residents along the route are urged to decorate their houses

and lawns in honor of the visitors. Clubs and wheelmen unattached to organizations should advise the Adjutant at No. 132 College street of their intention to turn out in order to be assigned proper position in line.

SOME UNICYCLE RECORDS.

W. H. BARBER, the fancy rider of Rochester, made a mile on his unicycle, Aug. 21st, in 3.27, ten seconds faster the world's record.

ANOTHER.

A TELEGRAM, dated Peoria, August 23, [to late for our last issue], states that "Bert Myers broke all unicycle records, one to 14 miles. One mile 3.34 1-2, 14 miles one hour 7 seconds, without dismount." This gives Barber the one mile record, and the hour record goes to Myers. The best previous hour record was 12 11-16 miles.

A RECORD FROM NEW HAVEN TO NEW YORK.

J. E. DAUCHY, a member of the Winsted Wheel Club, rode an Expert Columbia, 56-inch, from New Haven to New York in 9 3-4 hours, a distance of 90 miles.

This was done while Mr. Dauchy was on his vacation trip, from Winsted to New York via New Haven, from New York to Yonkers, back to New York, from there to New Haven, from there to Boston, and from Boston back to Winsted. Dauchy rode alone and says he had a fine trip.

WELLS TAKES THE "CRANK" RECORD ON EAGLE ROCK.

JOHN A. WELLS made another attempt on Eagle Rock on Thursday (23) with an American Rambler. He made nine round trips on the hill before dismounting, his times being 14 minutes, 14 minutes 15 seconds, 16 minutes 46 seconds, 15 minutes 14 seconds, 16 minutes 15 seconds, 15 minutes 30 seconds, 18 minutes, 17 minutes, 16 minutes. This sets Fred Coningsby three trips in the shade. The time made is better by some 17 minutes than that made by Sherman in his great feat for the nine rounds trip. This is record for any kind of Crank machine.

EASTERN ROAD CLUB.

THIS club held a meeting at the office of Dr. Kendall on last Monday evening, and the route presented by the committee for the race to take place September 22, is as follows: Start at Faneuil House, Brighton; ride through Chesnut Hill avenue to Chesnut Hill reservoir; Beacon street, through the Newtons, to Wellesley avenue; then by Wellesley avenue and Great Plains avenue to Needham; from there back by Highland avenue to Newton; then return to Woodland Park Hotel, and from there direct to Faneuil House, making a distance of 25 1-8 miles according to the cyclometers.

STATE OF MAINE CHAMPIONSHIP.

DURING the past season much friendly rivalry has existed between G. Ames of Lewiston, Me., and S. T. Patten of Skowhegan, Me., as to their relative speed. Patten has for some time been looked on as the fastest rider in Maine and he has been able to make this claim good until within the past four weeks at which time he met Ames at Fairfield, Me., and was defeated by the latter. This was a great surprise to the Skowhegan contingent and they were confident that the next time they met the result would be changed. On Monday, Aug. 27, the men met at the same place and again Ames defeated Patten in a closely contested one mile race. The time, 3:23, is the best ever made in Maine.

RACING AT WOODSTOCK, ONT.

THE races at Woodstock, Ont., Aug. 21, resulted as follows: One mile, green, road machine—In this race there were five starters, Hurst, Lee, Case, Flood and Howell, all of Woodstock. Howell won as he pleased, with Lee second. Time—3:26 1-5.

One mile, open handicap—Rossicoe, Woodstock, started from the scratch; Carman, Norwich, got twenty yards, and Fitch, Brantford, sixty yards. They finished in the order named. Time—3:12.

W. A. Rowe, who holds both the amateur and professional bicycle records of the world up to 22 miles, tried to lower the track record for one mile. He covered the distance in 2.43 2-5, failing to lower the record, which is 2.42 made by Foster. He then rode a quarter with a flying start in 36 2-5 seconds.

Two mile club race—Howell and Revell were the only starters. They finished in the order named in seven mins.

Five-mile handicap, open—Foster scratch, Rossicoe 300 yards, Carman 440 yards. This was the finest race of the day. Foster was unable to catch Carman, but overtook Rossicoe at 4 1-2 miles. Foster ran the five miles in 14.51, beating the Canadian amateur record of 15.28.

RACING AT BERGEN POINT.

THE second of the series of four Saturday afternoon bicycle races, under the auspices of the New Jersey Athletic Club, took place in presence of quite a respectable sized audience, on August 25. The first of the series took place on the 18th, and the one mile race was won by W. H. Caldwell, of the Elizabeth Wheelmen, who took the lead on the start from S. B. Bowman, N. J. A. C., and J. E. Day, Hudson County Wheelmen. Caldwell won in 3m. 6s. Day was ten yards behind Bowman at the finish. E. P. Baggott and S. B. Bowman started in the two mile race. Baggott made pace for the first mile. Here Bowman turned on some steam, and scorched Baggott home and won, 6m. 24 1-4s. for the two miles. Baggott was not in good form for fast work.

Saturday's racing was considerably better, although the small number who have entered is surprising in view of the valuable prizes offered. When the one mile was rung up, W. H. Caldwell J. E. Day and Pendleton, N. J. A. C., faced the starter. Pendleton, who is a Star rider, merely entered as a pacemaker for "Wonder" Caldwell. All started from scratch, and Caldwell at once jumped into the lead, fairly romping away from Day. Caldwell finished with nearly a quarter-mile to the good. Time, 3m. 1s. This was five seconds better than his time of the previous Saturday, and is the track record.

For the two mile the starters, as on the previous Saturday, were Baggott and Bowman. Baggott cut out a fair pace for the first half mile, Bowman trailing him closely. The "Vegetarian" from Elizabeth then took the lead, and succeeded in maintaining it to the finish, despite some spurring acts by the Hudson County flyer. Bowman won by a scant foot in the record time for the track of 6m. 17 3-4s.

The track is in much better condition than it was on the Fourth of July, the corners having been raised more, and the surface much improved. The next contests will be on September 8 and 15. The races on Labor Day, September 3, promise to be exciting, as Baggott, Caldwell and Bowman seem to be riding about even—up just now. The races will start at ten o'clock, and comprise a one-mile open novice, one-mile open handicap and a one-mile club championship.

THE RAMBLERS BICYCLE CLUB TOURNAMENT.

THE Ramblers of Hyde Park, Mass., held a race meet at Readville, Mass., last Saturday. The racing was good, and the attendance satisfactory. The results were as follows:

Five-mile amateur race, the following started: P. J. Berlo, Arthur B. Benson, E. A. Bailey, J. P. Clark, David Drummond and R. S. McCombie. Bailey and McCombie did the pacing at first, but when near the end Benson, Clark, Berlo and Drummond began to race hard. Benson won, with Clark second. Time, 16 35.

The five-mile team race, between the Hyde Park Club and the Ramblers, created a great deal of interest. The teams were as follows: Hyde Parks, W. Joubert, S. Elbert Young, Albert H. Rhodes, W. F. Waddell and H. Jenkins; Ramblers, E. H. Gallup, A. H. Morse, Peter Hussey, William Scott and Edward Frost. The result was a decided victory for the Ramblers, their men scoring 32 points to the Hyde Parks 22. The position of the men, as they crossed the line at the finish, was Gallup, Rhodes, Morse, Jenkins, Scott, Hussey, Young. Waddell did not finish. Time, (Gallup), 17.16.

In the half-mile running race, there were two starters, J. C. Cochran and J. J. McKeon. McKeon won handily in 3.31.

The slow race brought out Drummond, Berlo, Clark, Sawyer, Sherman, Benson, Young and Hanchett. They all fell, excepting Young, who took the prize.

Half-mile race, open to Rambler members only, was won by H. Jenkins, after a very pretty race. A. H. Rhodes second.

Two-mile race, also for Rambler members only. A. H. Rhodes managed to turn the tables on H. Jenkins in this race, and beat him by about ten feet. Time, 7m.

The three-mile consolation race was won by Drummond, with McCombie a good second. Time, 9.54 1-2. This was the best contested race of the tournament.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

THE MISSOURI DIVISION MEET PROGRAMME.

THE race meet is progressing nicely, and a big attendance is expected, and a good time is assured all those who will attend. At the next meeting of the club, final arrangements will be made for the entertainment of the visitors. The programme outlined, subject to changes, is as follows:

FIRST DAY, Thursday. Morning—Arrival of wheelmen; afternoon—Races at Exposition base ball park; evening—Reception tendered visiting wheelmen by United Wheelmen.

SECOND DAY, Friday. Morning—Business meeting of the Missouri Division; hill-climbing contest at Rosedale; afternoon—Races at Exposition ball park; evening—Visit to Exposition.

THIRD DAY, Saturday. Morning—Parade of wheelmen through the principal residence streets; afternoon—Races at Exposition base ball park; evening—Banquet.

FOURTH DAY, Sunday. General reunion of wheelmen; evening—Departure of wheelmen for home.

The Pope Manufacturing Co. will present a fine silver cup to the winner of the United Wheelmen championship race, instead of medal, as incorrectly reported in my last letter.

The prizes will probably be made by the Jaccard Jewelry Co. Messrs. Eugene, G. E. and Walter M. Jaccard, of the above company, are well-known wheelmen, formerly of St. Louis. They are engaged in business here, and their host of friends wish them abundant success. They have both joined the United Wheelmen.

PROGRAMME OF RACES AT PROVIDENCE, R. I.

The Rhode Island Division will give a tournament to amateurs only, September 25, and the following list of events is presented. Handsome gold and silver medals will be awarded to the first, second, and in some cases the third men.

One-mile bicycle Rhode Island championship, one-mile bicycle novice race, one-mile bicycle handicap, two-mile safety bicycle handicap, one-mile tandem tricycle, three-mile bicycle handicap, one-mile safety bicycle, three-mile bicycle special match between W. A. M. Scott, present three-mile champion of Rhode Island, and G. P. Hutchins, champion of the Rhode Island Wheelmen, one-mile tricycle handicap, one-mile bicycle for boys 18 years old or under, one-mile Club Team race (three men each).

These races are for amateurs only, and will be run under L. A. W. rules. The committee reserve the right to refuse any entry. Entries close Saturday, Sept. 22, and must be accompanied by entrance fees, or they cannot be accepted. The entrance fee in all races will be \$1.00, except tandem race, where it will be \$2.00 for each machine, and team race, where it will be \$3.00 for each team entered. Entries in the handicap races must fill out the enclosed blanks and send same to committee. Otherwise they can't expect to receive a favorable handicap. The state championship will be confined to the L. A. W. members of the State of Rhode Island. The team race is confined to clubs only; three men each, and each man in the team must be a resident of the city in which the club belongs. The safety tandem and tricycle races are for road wheels only. All safety bicycles will be admitted, the diameter of whose wheels is not more than 40 inches. Address

GEO. R. MCAUSLAND,
P. O. Box 161, Providence, R. I.

THE HARTFORD TOURNAMENT.

THE Grand International Tournament to be held at Charter Oak Park, September 12 and 13, under the auspices of the Hartford Wheel Club, bids fair to excel anything ever before given in that section of the country. The Race Committee, after busily working the past month perfecting plans and making the necessary arrangements incident to such an undertaking, are now able to report that weather permitting, they will be able to furnish the public and wheelmen with two days of magnificent sport. To begin with, the track, always a fast one, was never in better condition, and the generous inducements offered the racing men in purses and prizes, will bring together all the crack riders, professional and amateur, in the country to-day.

One innovation which will be appreciated by the lovers of 'cycle racing, is the limit to be placed on the various events. In the one-mile professional championship race a purse of \$50 has been added, to be divided between the leaders at each quarter in a prescribed time or better. This will prevent loafing, which has become too common in past meets. In the other races the limit will be made according to the conditions of the track, wind, and weather, and if any race is not run within the limit, it will be declared off, and no purses or prizes will be given.

Below is given the revised official programme and list of prizes. First Day, Wednesday, Sept. 12. 1. One-mile novice—first prize

gold medal; second, silver medal. 2. One-mile professional championship of America—first prize, championship gold medal and \$50; second, \$30; third, \$20. Special purse of \$50 added for fast time, divided as follows: to man leading at first quarter in 39 seconds or better, \$10; at half-mile in 1.18 or better, \$10; at three-quarters in 1.57 or better, \$10; at mile in 2.35 or better, \$20. 3. One-mile amateur open—first prize, Columbia Light Roadster, presented by Weed Sewing Machine Co.; second, Steven's rifle; third, field glass. 4. Two-mile amateur, 6.10 class—first prize, Colt's shot gun; second, fishing set; third, silk umbrella. 5. One-mile amateur Rover Type Rear Driving Safety (no wheel under 35 pounds)—first prize, elegant clock; second, toilet set. 6. One-mile Columbia Cycle Club handicap—first prize, Columbia cup; second, seal ring. 7. Five-mile professional lap—first prize, \$60; second, \$40; third, \$25. 8. Two-mile amateur handicap—first prize, handsome parlor standing lamp; second, pair diamond sleeve buttons; third, silk umbrella. 9. Three-mile amateur State championship—first prize, gold medal; second, silver medal. 10. One-mile amateur tricycle—first prize, silver tilting pitcher; second, gold-headed cane.

Second Day, Thursday, Sept. 13. 1. One-mile amateur three-minute class—first prize, gold medal; second, silver medal. 2. One-mile professional handicap—first prize, \$50; second, \$30; third, \$20. 3. One-mile amateur Rover Type Rear Driving Safety handicap (no wheel under 35 pounds)—first prize, pair diamond sleeve buttons; second, pearl opera glass; third, plaque clock. 4. One-mile Hartford Wheel Club handicap—first prize, Columbia cup; second, hammerless revolver, in case; third, Smyrna rug. 5. One-mile amateur handicap—first prize, diamond scarf pin; second, elegant engraving; third, ornamental table. 6. Three-mile professional lap—first prize, \$60; second, \$40; third, \$25. 7. One-mile amateur State championship—first prize, gold medal; second, silver medal. 8. Five-mile amateur lap—first prize, alligator traveling bag (furnished); second, diamond ring; third, jardiniere. 9. One-mile professional consolation—first prize, \$25; second, \$15; third, \$10. 10. One-mile amateur consolation—first prize, brass lamp; second, scarf pin; third, engraving.

Special Conditions. No rider with one-mile record better than three minutes is eligible to the two-mile 6.10 class. Any races in which the number of entries warrant will be run in heats. No Rover Type Safeties will be allowed in any amateur event except those especially for that make of machine. A limit will be placed on all races according to the condition of the track, wind, and weather, and if any race is not run within the limit such race will be declared off, and no purses or prizes given. Winners of special money in one-mile professional championship of America shall not be barred from entering professional consolation race, unless they win a prize in an open race. Entrance fee for professionals, \$2 in each event. Entrance fee for amateurs, \$2 for one event, and \$1 for each additional event.

NEW JERSEY DIVISION MEET. CHANGE OF DATE.

THE 1888 meet of the New Jersey Division, L. A. W., has been finally settled at last, and to the satisfaction of all concerned. The first date named was July 4, then it was changed to September 14 and 15, but now it is finally decided to hold the meet September 21 and 22. The principal part of the management will be in the hands of the Orange Wanderers, who will be the hosts of the Division members from out of town.

A special meeting of the Wanderers was held on Friday evening, and full details arranged. The business meeting will be held in the Park Rink at 10 o'clock on Friday morning, when election of officers and other routine business will be attended to. In the afternoon runs will be arranged to all the places of interest in and around the Oranges, not of course forgetting Eagle Rock. In the evening the citizens of the "Juicy Oranges" will be treated with the spectacle of a grand Chinese lantern parade, after which a "smoker" concert, and last but most important, a supper will be in order.

On Saturday the annual race meet of the Division will be held on the Roseville track, beginning at three o'clock. As far as known, these will comprise three State championship handicaps, open to all affiliated State Clubs, one, two and five mile open handicaps, tricycle races, safety races and a novelty, in the shape of a safety tandem bicycle race.

The following are the committee: Receptions and Entertainment, J. Warren Smith, Charles A. Lindsley, Charles S. French, Charles W. Freeman, R. S. Prindle. Parade and Runs; C. A. Lindsley, J. W. Smith, C. W. Freeman, R. S. Prindle, J. W. Gilmour. Races; Llewellyn H. Johnson, Thomas N. Gray, C. W. Freeman, F. P. Jewett, J. W. Smith. Prizes; J. W. Smith, L. H. Johnson, R. M. Sanger, T. N. Gray.

A TRIP THROUGH INDIANA, KENTUCKY AND OHIO.

Editor *Bicycling World*: I have just finished a 600-mile tour through Indiana, Kentucky and Ohio on a Veloce Safety, and wish to hereby extend my heartfelt thanks to the wheelmen whose acquaintance I formed along the route for the many courtesies extended to me.

The roads were mostly very fine and the weather was delightfully sweltering.

The only fault I have to find with Indiana is that sign boards are awfully scarce, over there. It is far from pleasant to come to a cross road and find that the sign board bears this inscription: "Prepare for Eternity." The tourist, however, must prepare to sit by the roadside for "an Eternity" until some farmer happens along who can tell him which road to take. When I take another trip I shall have a printed card with me to hang on my safety answering these questions: "Say; can you go as fast on that, as you can on a big wheel? Do you like it as well? and How much do the blamed things cost? These questions rang in my ears from early morn till dewy eve and I could hear them in my dreams.

At small country towns I found it necessary to lock my wheel up while eating meals in order to keep the crowds of curious villagers from taking it out on the streets and trying to ride it. This was the only inconvenience I suffered, and taking everything in consideration, I think that the rear driving safety is the finest for touring.

ART. W. GOODWIN.

Delphos, Ohio.

MR. HOPKINS AND ILLINOIS ROADS.

Editor *Bicycling World*: In the *World* of July 13th, a letter written by Mr. C. C. Hopkins of Denver, Col., did not please the wheelmen of Central Illinois. Mr. Hopkins spoke of meeting many wheelmen at Peoria and Bloomington, and said he found few wheelmen in Illinois who could give him information as to the roads for more than five to ten miles from their town, for they "always took the train to such and such a place, and wheeled it from there." I do not know where or what kind of wheelmen he got his information from, but as he spoke of Bloomington, also of Peoria, I presume the discredit wholly or partially is aimed at Bloomington. However it may be, I will say that we can give wheelmen any road information they want between Peoria and Champaign (about 100 miles apart), and we did give Mr. Hopkins information of the roads between here and Champaign. One hundred miles of road is not very much, but it beats five to ten miles, the distance Mr. Hopkins credits us with knowledge of. I admit that the roads of Central Illinois are not very good after a rainy spell, which we had just previous to Mr. Hopkins passing through here, but when they are in good condition we travel at an average rate of nine miles per hour. In regard to Peoria wheelmen I can say that they are all good riders, and so are the Champaign wheelmen, and between the three clubs, located at these places, we can give information about roads as far as Crawfordsville, Ind.

Yours truly,
WM. J. MATERN,
Local Consul, Bloomington, Ill.

"WILL L. A. W. 18404 please state the route taken from Albany to New York, as mentioned in your columns of issue August 10, 1888. Any information regarding that route will be appreciated by —2472." If our friend, No. 2472, will procure a New York road book from Mr. Geo. R. Bidwell, Chief Consul of New York, he will get the route in detail. However, the "old post road" is the route followed by 18404, and is very easily followed.

MESSRS. SINGER have imported a safety specially built for ladies use. The machine is now on exhibition at the store of W. B. Everett & Co. The Messrs. Singer have written Mr. Ross, the American manager, for points as "what machines will be fashionable in America for 1889." It is the intention of this firm to have their 1889 stock in hand early next season.

AN ARTICLE ON BIGOTRY.

Editor *Bicycling World*: An insertion in the columns of the *Bicycling World* will be of benefit to cyclists of the Pacific Division, and oblige the undersigned.

I have become an ardent and enthusiastic adherent to cycling, and imbued with its sport and health-giving exercise, thought a social combination of them would benefit me materially. I had a friend of mine to propose me for membership in the S. F. B. Club, and what was my humiliation and feelings upon learning that they

have a *law* excluding any *Yeto* from membership. I presume that their motive is simply bigotry, for I defy any and all to point a finger of scorn against my character as a man, in the broadest sense of its meaning.

Bigotry is born and nursed in a mind bereft of philosophical reason and dead to intelligent argument, through inculcation or association. A bigot is a person blindly, obstinately and unreasonably attached to a certain form or practice of religion, or illiberal belief contrary to all intelligent understanding. Since men have reached such a high state of civilization and refinement, bigots have naturally decreased, until in the evolution of time, liberality, indulgence and forbearance have become the predominating virtues, shining among others of men, and shedding the same refulgence to thought, as the sun gives to earth. Among humans who are classed with those before mentioned, illiberality of religious thought, a wanton recklessness of respect for the feelings of their brother man; a non-appreciation of the principles which elevate man in the eye of his fellow man, and a disrespect for the religious belief of his fellow being, is never for a moment allowed to dull the mind, blunt the sensibilities, and overcome the judgement to the exclusion of reason.

Time has gradually worn away, smothered and polished the edges of civilization, giving birth to feelings and thoughts consistent with various periods. But this club is exercising a power of suffrage, contrary to the honor of manhood and to intelligence, subserving the interests of bigotry, and catering to depraved feeling.

A man of spotless character, high standing, possessing every requisite qualification, who would be an honor and credit to any club, is not permitted to affiliate, associate or become a member of this club, for no other reason but "Seet." For men who would allow their morals to become stagnant and pregnant with such sickening narrow mindedness, words can not express the contempt in which they should be held; speech is not adequate to place them in the category in which nature has fitted them; filtered by feeling, by education and association, as well as principle, to stand outraging, and violating the well set principles of society and degrading themselves. I ask you in candor, as a man, must bigotry exist in a free land, of unpretentious designs, of religion or race prejudice, where one and all are alike? Is it possible that in this enlightened country, where civilization broad and liberal views exist, that the intelligence of men will submit to such an outrageous law, without sifting the whys and wherefores? Have not all races their scum, lowlies and disgraceful beings amongst them? Should a person be condemned for his birth? Is it not a damnable outrage to an intelligent citizen of the United States, to be held up to ridicule on account of his religion? An organization that frames such a law must be composed of the ignorant classes, their minds (if they have any) flows into such narrow grooves that they cannot encompass the meaning of liberality, to see or understand the difference.

Could not they discriminate between the good and bad, the intelligent and ignorant, the moral and depraved, or are they associated for the purpose of teaching bigotry? Very respectfully,

B. R. J.

KANSAS ROADS. INFORMATION GIVEN AND ASKED FOR.

I was glad to see in the Aug. 3d *World* the write up of the road from Wichita to Hutchinson, by 19,228. Who will be the next to tell us of Kansas roads? Would like to know about the road from Ellsworth to Topeka, or any part of it. Will not J. A. DeTar tell us of his trip from Kansas City to the Indian Territory? What's the matter with Wm. Taylor giving the Kansas Division the benefit of his "two-hundred-mile jaunt?" [See front page of *Bi. World*].

I have just returned from a trip of 323 miles, through the Western part of the State. The start was made from a point in Barton County, 25 miles east of La Crosse. The road travelled was through La Crosse, Ness City, Dighton, Garden City, Dodge City, Kinsley Larned and Great Bend. For the most part the roads were found good. Between La Crosse and Ness City, ten miles had to be made over Buffalo grass. Between Dighton and Garden City there is a fine road for the whole distance, 55 miles. Wheelmen

travelling East or West, along the line of the Santa Fe, had better keep to the road near the track. You will be told of other roads, but don't take them. They will prove a snare and delusion. I tried the hill road, from Garden City to Dodge, and 25 miles out, it disappeared in the middle of an unbroken prairie. I tried the bottom road from Dodge to Kinsley and it landed me in a sand bank at Ford City, 15 miles south of Spearville, which point I had to make. I was then 17 miles from Dodge and had ridden 35 miles.

Wheelmen should steer clear of the Delmonico Hotel at Dodge City. The accommodations are *very poor*, but the price is first class. I have found in nearly every town I have visited this summer, wheelmen who know nothing of the League. As soon as its object and benefits of membership were explained, they said they would gladly join. With a little effort, I am satisfied the size of the Kansas Division could be more than doubled. Let us have some active officers this year, and place the Division to the front, where it belongs.

16,827



THE WARWICK.

WE have from time to time mentioned the fact that a new candidate for favor was soon to be presented to the riding public for their patronage. The Warwick Cycle Co. of Springfield have for the past summer been hard at work perfecting their bicycle. One of the problems that has engaged their careful consideration is that of "how to minimize vibration?" In the invention of the Warwick Spring bearing frame it is claimed that the problem has been successfully solved. The device is as follows; Inside the bearing frame and underneath the fork is a spring made of steel and rubber. The steel takes the strain and the rubber takes the vibration, in such a manner that the rider, no matter how rough the riding, does not feel the least jar. This is a point that cannot fail of inestimable appreciation. By means of a set screw the bearing can be perfectly adjusted to the weight of any rider. For a heavy man the screw is tightened, which closes the spring, allowing it to receive the extra weight. The bearing is simple jointed to the bearing frame, which gives an elastic and easy motion when the wheel comes in contact with rough surfaces. Another device holds the frame rigid in such manner as to take up all side strain. The crank is detachable.

In the matter of construction, the merits of the Warwick specialties are well known to almost all riders. The celebrated "Warwick rims" and "Warwick forks" are used in the machine, the special features of which are to put strength where it is most needed. This machine will be on exhibition at Buffalo, and we are advised that by the 15th of September these machines will be on the market.



THE RAMBLER.

We had the pleasure of trying Gormully & Jeffery's new safety, the Rambler, the other day. We were decidedly pleased with the steering of the machine. We found we could ride it without hands after very little practice. The machine is stiff and easy running, and the anti-vibrating contrivance worked very nicely. The machine we rode was geared up to 60 inches, altogether too high for practical road work for the ordinary rider. We understood from Mr. Murray, however, that the machine was furnished with two sized gearing, 52 and 60-inch. Notwithstanding the high gear of the one we tried, we found it easy running on the level, it was

when we struck "up grade" that the gearing told. The above cut shows the line of the machine, and the anti-vibrating spring. A very ingenious contrivance on the plunger brake applies the brake spoon automatically, with an even pressure on all parts. The peculiar form of the ramshorn handle bar brings the handles back into a very comfortable position. We are advised that the machine will be on the market and the supply will soon be sufficient to meet the growing demand.

WHO WANTS TO TAKE HIM UP?

L. A. W. 385, writing from McPherson, Kan., says: I, see by the WORLD of Aug. 3d, that the 100-mile State of Kansas record was broken. Last May, I think it was the last week in May, that I started from here to Arkansas City, Kansas, on my New Mail, 52-inch, by the way of Newton, Wichita, Bell Plain, Wingfield, a distance of 136 miles, and made the trip in one day, counting all stops, and did it alone, as I could not get any one to go with me. I say here that I have broken the record, as I knew that I made at least 102 1-2 miles in the 10 hours. If my Kansas friends doubt it, I'll do it over for them, and I am satisfied I can do better than that, if I want to try myself. I'll ride from McPherson to Arkansas City on my bicycle, a distance of 136 miles, in 14 hours including all stops, for money or fun. "Honor to whom honor is due" is all I want.

The entry list for the events of the San Francisco Bicycle has been transferred to Thomas S. Cobden, at 13 1-2 Post street, who will take charge of the same under the conditions as originally announced. The Committee of arrangements has definitely arranged the list for September 10th, and they will take place in the following order: One mile novice; five mile League American Wheelmen, State championship; two mile handicap; half-mile dash; one mile Rover type; one mile club handicap; three mile handicap; one mile scratch.

Grand International Bicycle Tournament,

Under the Auspices of the

Hartford * Wheel * Club,

AT CHARTER OAK PARK,

HARTFORD, Sept. 12th and 13th.

\$2500 in Purses and Prizes.

ENTRIES CLOSE SEPTEMBER 8th.

Entry Blanks forwarded on application to

JOSEPH GOODMAN,
P. O. Box 14, HARTFORD, CONN.



LEAGUE HEADQUARTERS:
12 Pearl Street, Room 27.
ABBOT BASSETT, Secretary.

New Hampshire Election.

Officers elected; Chief Consul, H. M. Bennett, Manchester; Secretary-Treasurer, Geo. F. Hill, Great Falls. Fraternally,
Geo. F. Hill, Sec.-Treas.

Tennessee Election.

Countersigned ballots have been submitted to me and from these the following result of the ballot in Tennessee is taken:

Vote for Chief Consul.

Whole number of ballots.....24
Joseph R. Wilson, Jr., Clarksville.....11
Joseph R. Wilson.....7
J. C. Combs, Nashville.....6

Vote for Secretary-Treasurer.

Whole number of ballots.....24
B. A. Patch, Clarksville.....14
Ben Patch.....1
Robert Rodde, Nashville.....3
Jeff D. Herndon, Clarksville.....1
Whole number of ballots.....25
ABBOT BASSETT, Sec.

Minnesota Election.

By the recent mail vote in this State held as appointed by Chief Consul Heath the following officers were elected for the year beginning September 1st 1888. Chief Consul, T. M. Slosson, Minneapolis. Vice Consul, C. A. Roach, St. Paul. Secretary-Treasurer, A. W. Laird, Winona. Representative, A. M. Welles, Redwood Falls. There were seventy ballots cast as follows:

Not signed (2) and not qualified (1).....3

For Chief Consul.

T. M. Slosson.....65
A. M. Welles.....1

For Vice Consul.

C. A. Roach.....64
C. H. Porter.....1
W. H. Elmer.....1

For Secretary-Treasurer.

A. W. Laird.....63
W. D. Chandler.....4

For Representative.

A. M. Welles.....59
C. H. Porter.....3
W. H. Elmer.....3
L. B. Graves.....2

A. W. LAIRD, Sec.-Treas.
W. H. ELMER,
JOHN I. WILSON,
Certified Canvassing Committee.

Missouri.

The following League hotels have been appointed, viz.: Sedalia, Mo., Hotel Sicher, regular rate, \$2.00 per day, meals 50 cents; L. A. W. rate \$1.50 per day, meals 35 cents; McAllister Springs, Houstonia P. O. regular rate, \$1.50 per day, meals 35 cents; L. A. W. rate, \$1.00 per day, meals 25 cents.
Yours truly,
W. M. BREWSTER, C. C.

Tennessee Division.

The Tennessee Division held its annual meeting in the rooms of the Nashville B. C. Club, on Thursday, Aug. 16th, at 8 P. M. The report of Secretary-Treasurer Rodde was read and approved. A Constitution and By-laws was read and adopted and a committee appointed to have same printed and mailed to members and prominent wheelmen. The need of a road book and map of the State was discussed at length, and all present were heartily in favor of the movement and efforts will be made to get one out during this year. After adjournment a smoker was indulged in, and the following day to Eldorado Springs 22 miles out was enjoyed by several visiting and local wheelmen.
Fraternally,
J. C. COMBS, C. C.

Expense of Tennessee Division of L. A. W.

1887.
Sept. 13. Cr. by cash from C. J. Sherer.....47.00
1888.
Jan. 20. Cr. by cash from Abbot Bassett.....3.12
April. Cr. by cash from Abbot Bassett.....10.00
May 7. Cr. by cash from Abbot Bassett.....13.00
June 4. Cr. by cash from Abbot Bassett.....13.00
Total.....\$75.74
1887.
Sept. 13. To amt. donated to the L. A. W. meet.....\$47.00
Oct. 3. To express on book from Memphis......35
Oct. 3. Printing.....2.40
1888.
Aug. 16. Postage.....1.10
Aug. 16. Bal. acct. (cash on hand).....24.89
Total.....\$75.74
ROBERT RODDE, Sec.-Treas.

California Election.

In re Annual Election of Officers, California Division, L. A. W.:
The counting of the vote coming on at the office of the Secretary-Treasurer, Room 1, San Francisco Stock Exchange, San Francisco, on the evening of August 10th, 1888, at 8 o'clock, there were present, with the Secretary-Treasurer, the Committee on Rights and Privileges of the Division, to wit: Geo. H. Strong, Chairman, Harrison Houseworth, and S. F. Booth, Jr., also the Chief Consul.

There were found to have been deposited with the Secretary-Treasurer by members duly qualified to vote:

Prior to 15th July.....43 votes
Between 15th July and 15th August.....242 votes
In addition, 13 votes from persons who did not become members until after 1st July were rejected; 7 votes were rejected from members not accredited to the California Division; 4 members having repeated their votes, casting different ballots, the same were rejected, except as to the Vice Consul, Secretary-Treasurer and Representative Frost, whose names appeared on both ballots; 12 duplicate ballots were thrown out without prejudice to the ticket intended to be voted, and 23 ballots having been cast under a misapprehension as to the number of Representatives to be voted for, the same number of corrected ballots were accepted in their stead.

In regard to the ballots cast prior to 15th July, the Chief Consul gave it as his opinion that under a liberal interpretation of the law no equities had been violated. That with the date of the annual elections first postponed to the period extending from 1st to 15th July, and then afterwards changed by the adoption of the new Constitution at Baltimore to a month later, some misunderstanding had naturally arisen. He had assured those who voted prior to the 15th July that their votes would not be rejected, and had advised them not to repeat their votes. He therefore requested that such votes be counted. It was finally agreed that these votes be counted and credited separately to the candidates.

The count then proceeded with result as follows:

For Chief Consul.

*Edwin Mohrig received—
Votes cast prior to July 15th.....29
Votes cast July 15th to Aug. 15th.....165-194

Harrison Houseworth—
Votes cast prior to July 15th.....13
Votes cast July 15th to Aug. 15th.....65-78
Scattering.....1

For Vice Consul.

*J. Phil Percival received—
Votes cast prior to July 15th.....43
Votes cast July 15th to Aug. 15th.....242-285

For Secretary-Treasurer.

*Alexander S. Ireland received—
Votes cast prior to July 15th.....43
Votes cast July 15th to Aug. 15th.....242-285

For Representatives.

*George H. Frost received—
Votes cast prior to July 15th.....42
Votes cast July 15th to Aug. 15th.....242-284

*C. C. Moore (of Stockton)—
Votes cast prior to July 15th.....30
Votes cast July 15th to Aug. 15th.....170-200

*Thomas L. Hill—
Votes cast prior to July 15th.....30
Votes cast July 15th to Aug. 15th.....169-199

J. D. Arkison—
Votes cast prior to July 15th.....13
Votes cast July 15th to Aug. 15th.....65-78

H. G. Toll—
Votes cast prior to July 15th.....13
Votes cast July 15th to Aug. 15th.....64-77

*Elected.
N. A. ROBINSON, Sec.-Treas.
Geo. H. STRONG,
HARRISON HOUSEWORTH,
S. F. BOOTH, JR.,
Com. on Rights and Privileges Cal. Div.

Indiana Election.

As the result of our election the following are the officers elected to positions set opposite:
J. Fred Probst, Terre Haute, Chief Consul; W. H. Pontious, Crawfordsville, Vice Consul; Josh Zimmerman, Indianapolis, Representative; A. N. Smith, Terre Haute, Secretary-Treasurer. Respectfully,
JOSEPH ZIMMERMAN,
Sec.-Treas., Indiana Division.

Vermont Election.

In the absence of the Secretary-Treasurer, F. E. DuBois, I make the following returns of the election by mail vote, for offices of the Vermont Division L. A. W.

H. A. Webster of Montpelier having received a majority of all the votes for Chief Consul is hereby declared elected Chief Consul of said Division for the year ensuing, and F. E. DuBois of West Randolph having received a clear majority of all the votes cast for Secretary-Treasurer of said Division is declared elected to said office.
Attest: LEWIS P. THAYER, C. C.

Massachusetts Election.

The result of the ballot of the Massachusetts Division is given below:

District No. 1.

Total number ballots cast.....116
Chief Consul—H. W. Hayes.....115
Vice Consul—W. H. Emery.....114
Sanford Lawton.....2
Representatives—*W. G. Kendall.....115
*C. R. Dodge.....113
*Willard Forbes.....112
*J. S. Dean.....111
W. H. Wright.....4
J. B. Seward.....2
J. W. Robinson.....2
W. A. Mossman.....1
C. L. Drake.....1
A. E. Patterson.....1
W. W. Stall.....1

District 2.

Whole number votes cast.....63
Chief Consul—H. W. Hayes.....61
Vice Consul—W. H. Emery.....33
Sanford Lawton.....29
Representatives—*Abbot Bassett.....29
*James H. Grimes.....40
Edward B. Coleman.....23

District 3.

Whole number votes cast.....7
Chief Consul—H. W. Hayes.....7
Vice Consul—W. H. Emery.....4
J. F. Adams.....1
Sanford Lawton.....1
Representatives—*J. F. Adams.....2
W. C. Wheeler.....1
G. L. Knights.....1
W. F. Allen.....1

District 4.

Whole number votes cast.....40
Chief Consul—H. W. Hayes.....40
Vice Consul—J. E. Spiers.....38
Representatives—*F. P. Kendall.....35
Lincoln Holland.....1

District 5.

Whole number votes cast.....33
Chief Consul—H. W. Hayes.....33
Vice Consul—W. H. Emery.....33
Representatives—*F. I. Gorton.....32
Dr. A. F. Wyman.....1

District 6.

Whole number votes cast.....17
Chief Consul—H. W. Hayes.....17
Vice Consul—W. H. Emery.....17
Representatives—*L. L. Campbell.....9
*J. W. Drown.....7
H. M. Farr.....5
H. R. Graves.....1
E. C. Clarke.....2
E. Fred Aldred.....1
H. P. Merrill.....2
Chas. Whipple.....1
F. R. Hollister.....1

*Elected.

Recapitulation.

Total number votes cast.....276
Chief Consul—H. W. Hayes.....273
Vice Consul—W. H. Emery.....201
Sanford Lawton.....29
J. C. Spiers.....38
J. F. Adams.....1

All of which is respectfully submitted.

H. W. HAYES,
WM. H. EMERY,
J. H. GRIMES,
J. FRED. ADAMS,
Committee.

Rhode Island Election.

The result of the voting for officers of the Rhode Island Division for the year 1888-1889, as counted by the committee appointed by the Chief Consul for that purpose, is as follows:

For Chief Consul.

Whole number cast.....77
Charles S. Davol, of Warren.....75
Scattering.....2

For Vice Consul.

Whole number.....77
Howard L. Perkins, of Providence.....74
Scattering.....3

For Secretary-Treasurer.

Whole number.....77
Nelson H. Gibbs, of Providence.....77

For First Representative.

Whole number.....77
Charles W. Greene, of Warren.....72
Scattering.....5

For Second Representative.

Whole number.....77
George C. Newell, of Pawtucket.....71
Scattering.....6
N. H. Gibbs, Sec. Treas.

New York.

I have appointed Mr. E. J. Shriver, Secretary-Treasurer pro tem, and Mr. F. W. Loucks as a member pro tem of the Rights and Privileges Committee, for the purpose of counting the mail vote.

GEO. R. BIRWELL, Chief Consul.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated:

San Francisco Bi. Club, San Francisco, Cal.—J. M. Currah.
Outing Cycling Club, San Francisco, Cal.—S. F. Booth, Jr.
Bay City Wheelmen, San Francisco, Cal.—J. J. Bliss and C. C. Moore.
Alpha Wheel Club, Bethlehem, Penn.—Ellis C. Kent.

Alleghany Cyclers, Pittsburg, Penn.—W. D. Banker.
Keystone Bi. Club, Pittsburg, Penn.—C. F. Seidell.
Mountain Wheel Club, Phillipsburg, Pa.—C. B. Holly.
Philadelphia Bi. Club, Philadelphia, Penn.—Edward W. Burt and Harold R. Lewis.
Scranton Bi. Club, Scranton, Pa.—John J. Van Nort.
Tioga Cycling Club, Philadelphia, Penn.—Dr. Edwin H. Van Densen.
Wilkes Barre Bi. Club, Wilkes Barre, Penn.—Prof. W. L. Dean.

Rovers Cycling Club, Charlestown, Mass.—Arthur W. Robinson.
Albany Wheelmen, Albany, N. Y.—Henry Gallien.
Buffalo Bicycle Club, Buffalo, N. Y.—Dr. Chas. S. Butler.
George Dakin and Frank E. Drullard.
Lockport Wheelmen, Lockport, N. Y.—W. L. Beck.
Kings Co. Wheelmen, Brooklyn, N. Y.—Arthur H. Smith, E. K. Austin.

Riverside Wheel Club, New York—Edward W. Stitt.

Brooklyn Bicycle Club, Brooklyn, N. Y.—Louis W. Slocum, Howard E. Raymond, Howard Spelman.

Syracuse Cycling Club, Syracuse, N. Y.—Charles W. Wood.

Long Island Wheelmen, Brooklyn, N. Y.—Chas. H. Luscomb, W. W. Share, Louis Wise.

Auburn Cycle Club, Auburn, N. Y.—Edward Leonard.

Manhattan Bi. Club, New York—Chas. A. Sheehan.

Grand Rapids Bi. Club, Grand Rapids, Mich.—E. M. Moor.

Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member.

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 154—Total 104—11,232.

Boston, Aug. 31, 1888.

CONNECTICUT DIVISION—5—447.

Pequonock Wheelmen.
20439 Hincks, E. B., 188 Park ave., Bridgeport
Unattached.

20420 Hurlbut, A. M., Elmwood
20398 Lent, D. W., Greenwich
20399 Lent, C. E.,
20400 Ives, J. F., Meriden

DISTRICT OF COLUMBIA DIVISION—6—149

Capital Bi. Club.
20406 Darwin, Chas., Geological Survey, Washington
Washington Cycle.

20401 Lang, E. G., Fish Commission, "
20402 Rogers, E. L., "
20403 Rosenberg, M. D., 1209 6th st. N. W., "
20404 Shute, Wm. F., 1321 Q st. N. W., "
20405 Terrell, L. D., Fish Commission, "

ILLINOIS DIVISION—8—698.

Acolus Cycling Club.
20466 Beygeh, Rudolph, 356 W. Division st., Chicago
20467 Kohler, H. A., 18 La Moine st., "
20468 Raabe, Frank, 210 W. Indiana st., "
20469 Warhurst, Jas., 294 W. Huron st., "
Ft. Dearborn Cyclers.

20470 Lumsden, A. E., 291 Wabash ave., "
Illinois Cycling Club.

20471 Cox, James, 6107 Wright st., Englewood
Unattached.

20473 Bear, F. A., 72 Canalport ave., Chicago
20472 Cannon, O. W., Danville

KANSAS DIVISION—1—144.

Unattached.
20454 Smith, Ed. M., Wamego

LOUISIANA DIVISION—1—51.

La. C. C.
20389 Batson, R. P., 105 Canal st., New Orleans

MAINE DIVISION—3—131.

Portland Wheel Club.
20440 Torrey, Bates, 100 High st., Portland
Skowhegan Bi. Club.

20422 Baker, Will, Skowhegan
Unattached.

20421 Whitney, W. H., 237 Congress st., Portland
MARYLAND DIVISION—1—143.

Unattached.
20456 Forman, A. Armstrong care R. G. Dunn & Co. Baltimore

MASSACHUSETTS DIVISION—11—1194.

Everett Wheel Club.
20408 Beers, Miss M. E., Box 208, Everett

Harvard Bi. Club.
20390 Davis, R. H., 153 Brattle st., Cambridge
N. B. Cycle Club.

20441 Taber, Frank G. Box 105, New Bedford
Middlesex Cycle Club.

20391 Hilbourne, Jerome, Melrose
20392 Hilbourne, Mrs. Jerome, Melrose
Unattached.

20407 Berry, Andrew C. 12 West st., Boston
20474 Emerson, Edwin S., 224 Tremont st., Boston
20455 Curtis, Thomas R. 19 Milk st., Boston
20459 Hindle, Wm., 13 Alger Ave. Taunton
20442 Cheney, S. H., 69 Grove st., Worcester
20490 Brown, Benj. W., Northbridge

MICHIGAN DIVISION—3—339.

Unattached.
20476 Waters, L. M., Lansing
20475 Gray, Geo. S., Lapeer
20443 Merriman, J. O., Lowell

MISSOURI DIVISION—2—330.

Unattached.
20444 Brewington, T. H., Kirksville
20445 Hale, Frank, Unionville

NEW JERSEY DIVISION—6—701.

Orange Wanderers.
20393 Cramer, Jesse Grant, 40 Prospect st., E. Orange
20394 Cobb, S. E., (P. O. address, Box 402 N. Y. City) Orange

Unattached.
20458 Haden, Wm., 617 Market st., Camden
20459 Biggs, M. H., Hammononton
20396 Schenck, Warren R. Box 7 New Brunswick
20395 Davey, Geo. H., Weston

NEW YORK DIVISION—26—2344.

Brooklyn Bi. Club.
20410 Weed, N. H., St. George Hotel, Brooklyn
Cortland Co. Cyclists.

20478 Vicle, Chas. L., 48 N. Church st., Cortland
20479 Melvin, F. W., 49 Fitz ave., Elmira Bi. Club.

20447 Gerow, Fred G., 503 Park place, Elmira
Ft. Schuyler Wh.

20397 Hammes, F. P., 217 Columbia st., Utica
20457 Dobson, A. H., 15 Oneida st.,
N. F. Bi. Club.

20480 Edwards, W. C., Suspension Bridge
20481 Houston, W. H., Niagara Falls
20482 McBeam, M. A.,
Rambler.

20423 Bonney, Chas. A., 10 W. Chippewa st., Buffalo
20424 Bucheit, Geo. J. Jr., cor. Ellicott and Carroll sts., Buffalo

20425 Georger, A. L., 904 Main st., "
20426 Hugbison, W. L., 164 Summer st., "
20427 Koester, Chas. G., 103 Front ave., "
20428 Lake, W. C., 305 Swan st., "
20429 Sauerwein, O. H., E. Seneca st., "
20430 Smith, Fred, 413 7th st., "
20431 Spring, Henry, 486 Franklin st., "
20432 Vincent, Alonzo M., Post Office, "
Rambler.

20412 Haynes, Leslie B., 410 Liberty st., Rome
Waltona Bi. Club.

20411 Neely, Geo. B., Richfield Springs
Unattached.

20413 Van Velsor, John, 384 Main st., Buffalo
20448 Scott, Alfred, 21 East 130th st., New York
20449 Wilking, Fred'k, 272 West st., "
20450 Nye, Alvin F., 7 Mark st., Rochester
20453 Rodenduck, Emil F., 22 South ave., "

OHIO DIVISION—7—890.

Richland Ramblers.
20433 Proctor, Ello, Mansfield
Unattached.

20434 Vaughn, H. H., Alliance
20436 Wise, Walter, I., care Sowman's Sons & Co., Cincinnati

20435 Callahan, T. S., Sullen
20436 Cummins, Mrs. James, Prescott st., Toledo
20437 Felker, Mrs. Henry, Franklin ave. & Adams st., Toledo
20438 Halderman, Oscar E., Box 353, W. Alexandria

PENNSYLVANIA DIVISION—13—1405.
McKeesport Cyclers.

20491 Smith, Dr. S. Harper, McKeesport
20460 Smith, A. C., "
20459 Caughey, Jno. A., "
Unattached.

20457 Irwin, Geo. R., Clearfield
20452 Easterbrooks, B. F., Corry
20417 Reese, Geo. W., Erie
20430 McKean, W. G., 128 E. 7th st., Germantown
20438 Redles, Geo. Jr., 104 Wistar st., Philadelphia
20437 Twining, R. B., 522 Dillwyn st., Philadelphia
20418 Shaffer, Theo. O., Vicory and Stevenson sts., Pittsburg

20414 Kinnear, C. F. L., Warren
20415 Reese, C. J., "
20416 Valentine, L. F., "

RHODE ISLAND DIVISION—3—242.

Pawtuxet Wheelmen.
20492 Burnham, A. C., Pawtuxet
Unattached.

20491 Briggs, Edw. H., care H. H. Ladd & Co. Providence
20493 Presbry, Walter A., 71 Broadway, "

TEXAS—2—27.

Dallas Wheel Club.
20419 Bird, W. S. 307 Main st., Dallas
Unattached.

20438 Wash, F. H., 420 Laurel st., San Antonio
VIRGINIA DIVISION—1—105.

Portsmouth Wheel Club.
20453 Downing, John H., 316 North st., Portsmouth
WEST VIRGINIA DIVISION—1—36.

Unattached.
20489 Lang, Jas. H., Parkersburg

WISCONSIN DIVISION—4—90.

Racine Bi. Club.
20462 Korlhage, H. C., Racine
20463 Lewis, W. M., "
20464 Redman, H. E., "
20465 Wackerhagen, Phil. M., "

AN ILLUSTRATED STORY IN SIX CHAPTERS.



Chapter 1, The Preparation.



Chapter 2, "Specials"—On the Road.



Chapter 3, The Arrival (at Buffalo.)



Chapter 4, The Parade (at Buffalo.)



Chapter 5, Sight Seeing (at Buffalo.)



Chapter 6, The Races (at Buffalo.)

"While our story faithfully portrays the many incidents to occur at Buffalo, Sept. 4-8, should you miss seeing the same, you would be haunted with remorse and regret the remainder of your life."

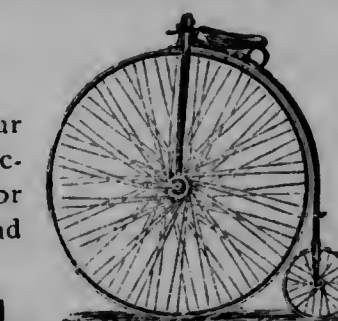
MORAL.

Profit by the above, and bring your wheel on one of the many excursion trains which will leave for Buffalo; Sept. 2, 3 and 4.

Second-Hand Wheels.

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



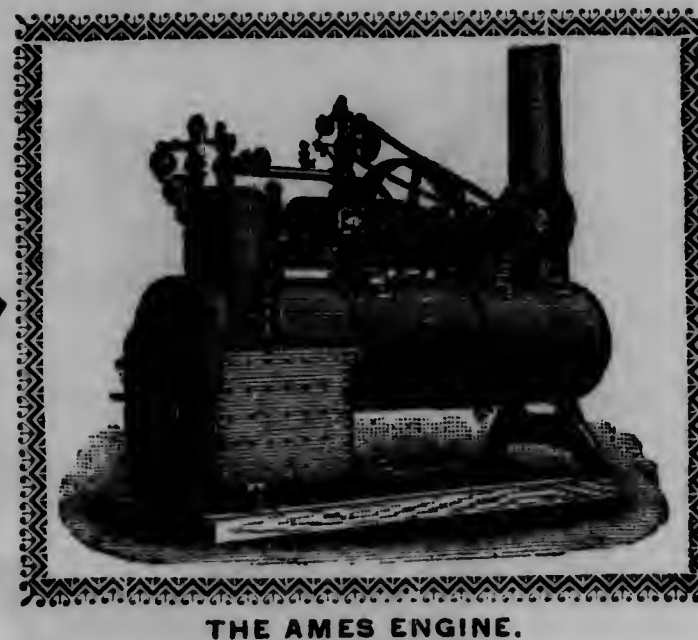
Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

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THOMAS W. BAIRD,
SUCCESSOR TO BAIRD & BRIGHT
 STATE AGENT FOR ALL KINDS OF
MACHINERY
CORNER SECOND AND LOUISIANA STS.
LITTLE ROCK, ARKANSAS.



THE AMES ENGINE.

July 27, 1888.

POPE MFG. CO., Boston, Mass.

Gents:

I purchased from your agent at this place, H. P. Baird, one of your Surprise Tricycles, and have now had it in constant use for one month. I weigh about 217 pounds, am 52 years of age, and I find lots of ease and comfort in using the trike. My office is twelve blocks from my residence, and the street unpaved all the way, with a great many holes, loose stones, and other obstructions. I ride to business in the morning, back to dinner at mid-day, back again to office, home to supper, back to office after supper, then home at night. It beats walking or street cars hollow. I would not be without it.

Yours,

THOMAS W. BAIRD.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

I must say that you cannot claim too much for that Surprise Tricycle as a hill climber. On one of the turnpikes now being built out from Little Rock, there is a hill, which is being macadamized, but is now but about half finished; that is, one layer of stone and a layer of loose gravel has been put down, which makes it a terror. Nearly every member of the Club has made repeated attempts to climb it with bicycles, without success. Last Friday evening I made the attempt on the Surprise and went straight to the top without a waver (parties present offered to bet 5 to 1 I would never reach the top).

Yours,

H. P. BAIRD.

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
 5 cents a copy.

BOSTON, 7 SEPTEMBER, 1888.

Volume XVII.
 Number 19.

IF YOU HAVE WHEELS TO RIDE PREPARE TO RIDE THEM NOW

Because for the next couple of months we shall probably enjoy the best wheeling of the season.

If you have NOT wheels to ride, you are the people we are looking for, and the whole object of this address is to induce the weary pedestrian and the misguided rider of other wheels to turn from their wandering ways, and ride the best wheels in the world. What are they? Well, when their name is printed right out it looks like this:

STE

"VICTOR."

THERE IS A FULL LINE OF THEM:

THE VICTOR LIGHT ROADSTER,
THE VICTOR SAFETY,
THE VICTOR TRICYCLE,
THE VICTOR, JR., BICYCLE.

And they surely are BUILT TO RIDE!

OVERMAN WHEEL CO., Makers,
182-188 COLUMBUS AVENUE, BOSTON

Catalog Free.

N. B. We have two or three splendid Second-Hand Machines that we will sell at low figures, as we don't want them. Drop us a line. They won't stay with us long.

SPECIAL.

All Advertisements in this Department 20 cents a line.

SAMPLE WHEELS. Now is the time to buy your wheel. One 54-inch Humber Bicycle; ball bearing; in excellent condition—\$35. 54-inch Expert, '87 pattern; just as good as new—\$75. Kangaroo, excellent condition—\$35. Machines of all styles, and equally low. Send for list. WHITTEN & CO., Providence, R. I.

FOR SALE—New Columbia Light Roadster Tricycle, \$125. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write C. H. METZ, Utica, N. Y.

FOR SALE—One Lady's Columbia Two-Track Tricycle; one 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address PALLISTER BROS., Ottumwa, Iowa.

BARGAINS IN BICYCLES. 50-inch Spring-field Roadster, A1 condition, \$55.00. 52-inch Rudge racer, A1 condition, \$30. 50-inch enameled Expert, A1 condition, \$65. 50-inch enameled Expert, almost new, \$80. 50-inch nickelled Expert, \$50. Rudge Safety, triangle form, \$75. 51-inch Special Star, nearly new, \$80. 50-inch Columbia Light Roadster, \$55.00. Address C. A. TITCHENER, Binghamton, N. Y.

FOR SALE—Second-hand Columbia Expert Bicycle, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. In The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO., 55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Disccovered the manner of their getting out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

THE NATIONAL A HIGH GRADE BICYCLE



THE CENTAUR MEDIUM GRADE YOUTHS APOLLO WHEELS

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave., BOSTON, - - - MASS.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street, Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$1.50 to \$5.00 for the larger pins, and \$1.00 to \$3.00 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BEFORE BUYING,

SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN, Philadelphia.

7 Sept., 1888.

BICYCLING WORLD AND L. A. W. BULLETIN

365

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—52-inch Victor Bicycle; good bargain. JAMES KINGMAN, 511 Washington st., Boston.

FOR SALE—48-inch British Challenge Bicycle. Address W. H. SPAWN, 1 Irving st., Albany, N. Y.

\$85 TAKES my '88 pattern 52 inch Rudge Light Roadster; machine good as new; it's dirt cheap for some one. C. W. FUNSTON, Bloomsburg, Pa.

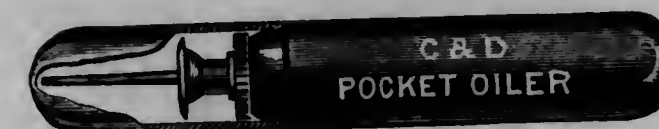
WANTED—A 48-inch ball bearing bicycle to buy or trade for. C. S. SCOTT, Cadiz, Ohio.

FOR SALE—52 and 54-inch F. N. Experts, A1 condition; and 54-inch Volunteer, new, 44-inch Facile. A. C. VOORHEES, New Brunswick, N. J.

FOR SALE—A 50-inch Volunteer Columbia; in first class condition; ridden only 3 months. \$80 cash takes it. Ball bearings all round. M. R. DAVIES, Bala, Kans.

WANTED—Two Victor Light Roadster Bicycles, in good condition; 50 and 54-inch. Address C. E. DONNELLEY, Unadilla, Otsego Co., N. Y.

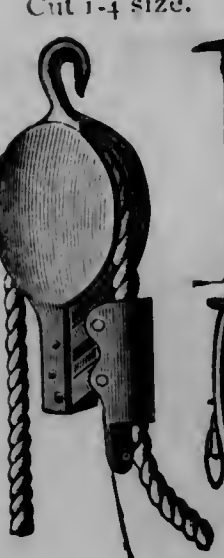
FOR SALE—A Victor Safety Bicycle, 1888 pattern; used but little. Address Box 94, West Newton, Mass.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

BICYCLE HOIST.

(Pat. applied for.)



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary. Saves flattening of tires. Send for circular.

Price \$1.50.

Discount to Dealers.

LINCOLN HOLLAND & CO., Worcester, Mass.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and well written little book of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

L. A. W.

SEND 2 CENT STAMP

—TO—

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest illuminated Calling and Address Cards published in L. A. W. design.

Are you going to Buffalo? If so you will want a pack of these cards.

Attention.

READ THIS!!!

D. W. L. BATTLES, Dentist, Union Block, Girard, Pa., Aug. 16th, 1888. L. H. JOHNSON, Esq.: Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning. I am well pleased with it, as it fully comes up to my expectations. Yours very truly, W. L. BATTLES, D.D.S.

FULL LINE OF SPECIAL BARGAINS

In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

LLEWELLYN H. JOHNSON,

401 and 403 Main St., - ORANGE, N. J. Telephone 98.

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

15 cents per copy; 7 copies for \$1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston

Jersey-Fitting Underwear.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them.

Price \$1.00.

Will send by mail on receipt of price. Send size of Waist and Hip.

Manufactured by HOLMES & CO., 17 Kingston St., Boston, - - Mass.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4339 miles of which was on the wheel, at a

Total Cost of \$284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers this book free on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - - MASS.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is hand-drawn and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for
the Ball Head!

Large Handsome Photograph for
10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of
Warwick's New Perfection Backbone,
giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.
No Seam outside.
Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

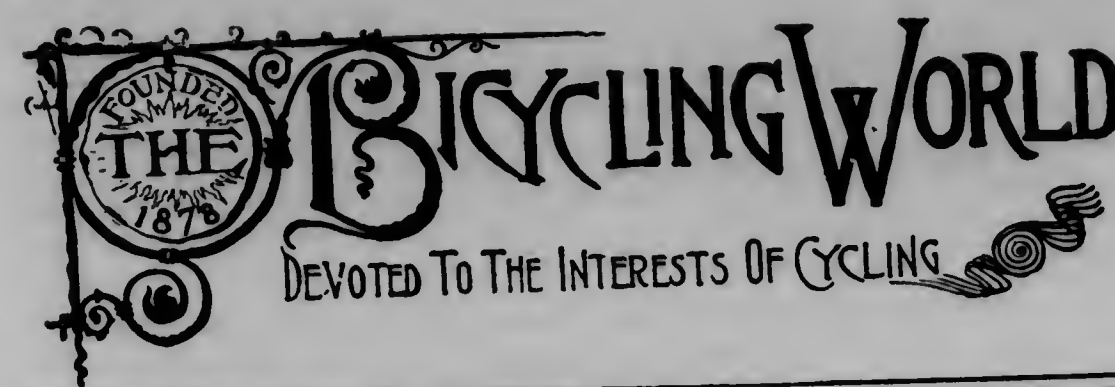
WM. READ & SONS, 107. Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.

and Hibbard, Spencer, Bartlett & Co., Chicago, Ill.



Not a Broken Backbone Last Year!



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 7 SEPTEMBER, 1888.

WE give the results this issue of all the races at Buffalo. We have not space or time at this writing to give more than a hasty resume of the events. A remarkable feature of the races shows that the old-time "stars" have seen their day. Crist, Hall, Jr., Brown, Foster, have been put back by Windle, Midgley and McCune. The professional events also have upset our forecasts, as Temple, Allard and Lee have not come up on top as often and easily as we expected. Lack of condition and bad results from the water may have had something to do with Temple's failure to show to the front better. After the smoke of the battle has cleared away we can analyze the causes and effects and give our views. In the meantime we have scarce time to get our breath preparatory to the Hartford meet. [LATER—As per special dispatch in another column the fourth day's races have been postponed on account of rain to Monday, Sept. 10, at 10 A. M.]

MR. WELLS REPLIES TO "LINNEUS."

Editor of Bicycling World: I am very much surprised that you should have published in your issue of August 10 the severe charge made by your St. Louis correspondent,—that I had forged the telegram from E. N. Beach.

To those who know the "A. B. Brewing Assn." who writes under the signature of "Linneus," it is unnecessary to state that he is at all times ready to make use of falsity when it serves his purpose better than truth.

I inclose the original telegram and envelope as it was received by me; and if you have any doubts as to its authenticity, it will be very easy for you to have the handwriting and wording of the telegram identified at the office where it was received.

I should not suppose that a correspondent who would be guilty of such wilful and deliberate slander would be of any further use to you, but of course you are the best judge of this.

If you satisfy yourself that this telegram is genuine, I trust that

you will see that the apology of your correspondent is as public and as plainly expressed as was the slander. Yours very truly,

JOHN A. WELLS.

[Since receiving the above we have investigated the matter under discussion. We hasten, in justice to Mr. Wells, to state that we have seen the original telegram received by that gentleman from Mr. Beach, and it reads: "Meet Greenwood here. Have wired him to leave Monday night." This telegram bears date July 29. We at once communicated with "Linneus," asking for an explanation. He sends us copy of original telegram to Mr. Wells, which reads: "We need Greenwood here. Have wired him to leave Monday night." The italics are ours in both cases, and the discrepancy in the first words of the wire shows that the fault is in the telegraph office, in sending the word "meet" instead of "we need," as written by Mr. Beach. We regret that we did not investigate before we printed "Linneus's" accusation. On the other hand, "Linneus" is not to blame for believing that the telegram received by Mr. Wells was worded the same as that sent by Mr. Beach.—ED.]

ALL READY AT HARTFORD.

Editor Bicycling World: After a month of active preparation the Hartford Wheel Club announces all things in readiness for what seems destined to be the most brilliant of the long series of Hartford tournaments. Under the able leadership of Joseph Goodman, the various committees having the many details in charge, seem to have left nothing undone to make the affair a thorough success in every particular. Especially excellent arrangements are completed for the reception and entertainment for racing men and other visiting wheelmen, and nothing will be wanting for their comfort and convenience. The reception committee of twelve has been carefully selected, and all incoming trains, up to noon on the first day of the races, will be met by a detachment to look after arrivals. The town and surrounding country has been extensively billed for a fortnight past, public interest in the events is everywhere manifested, and with good weather ten thousand spectators are expected for two days.

The parade on the forenoon of the 12th, promises to be a pleasant feature of the meet. Invitations to clubs have been accepted to an unexpected extent, and delegations from the Boston Club, under Dr. Kendall, and from the Citizens of New York, under Elliott Mason, who, by the way, has ridden in every previous Hartford parade, have announced their coming, as well as clubs from Springfield and throughout Connecticut. The unattached from all quarters will be welcomed and assigned to a special division.

Entries for the professional events include W. A. Rowe, Jules Dubois, of Paris; Jack Lee and F. W. Allard, of England; W. M. Woodside, Temple, the phenomenal; H. G. Crocker, Bob Neilson, W. F. Knapp and others. Among the amateurs are Foster, Crist, Brown, Kingsland, Windle, Midgley, all widely known, and a host of lesser lights. Fancy riding will be done each day by W. S. Maltby. "CHARTER OAK."

TRANSPORTATION TO HARTFORD.

New York wheelmen desiring to attend the Hartford Tournament can avail themselves of the following accommodations:

By water, leave New York at 4 P. M. by Hartford boat, reaching Hartford next morning; or by New Haven boat, leaving at 11 P. M., connecting with morning train out of New Haven, reaching Hartford at 8.13 A. M.

By rail, leave Grand Central Depot at 11 A. M., and arrive in Hartford in time for the races.

Special rates have been made with the New York, New Haven and Hartford Railroad as follows:

From Springfield to Hartford and return, with admittance to Park, \$1.50; from Meriden to Hartford and return, with admittance to Park, \$1.00. Respectfully,

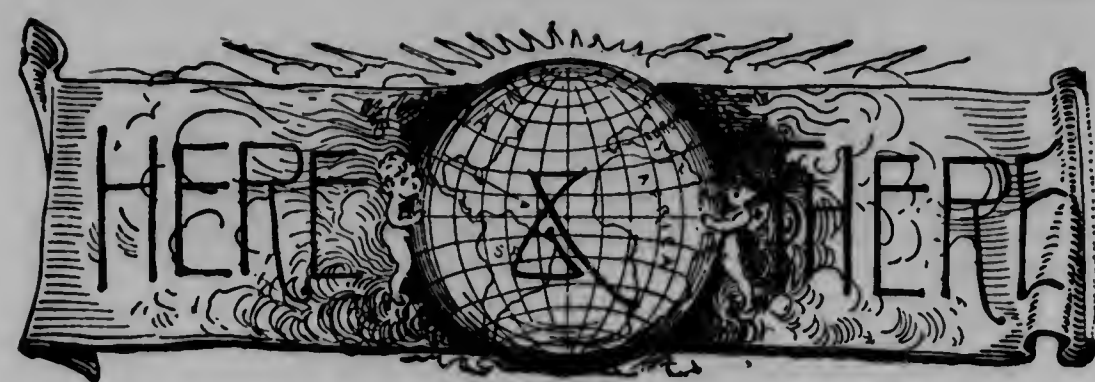
JOSEPH GOODMAN,
Chairman Race Committee.

ON TO HARTFORD.

CAPTAIN KENDALL, of the Boston Club, is desirous of getting up a party to attend the Hartford Tournament. The indefatigable Captain writes us: "We are to leave Boston on the evening of the 11th in an excursion car, which will be 'side-tracked' at Hartford, and in which we will live and entertain callers in the 'Boston style' during our stay. Several members of the Cambridge, Chelsea, Boston and other clubs have already signified their intention of joining this party. There are a few unengaged berths, which can be secured by addressing Dr. W. G. Kendall, 176 Tremont street. Return on the evening of the 13th."

Trains leave Boston at 8.30 A. M., 10.00 A. M., 3.00 P. M., 7.00 P. M., 11.30 P. M., arriving in Hartford in about 4 hours.

Messrs. Kendall, Seward, Robinson, Newman and others of the Boston party would be pleased to entertain any callers at their "special car" while at Hartford.



NOTES BY

THE "CAVILER."

My failure to attend the Buffalo meet has been the cause of much disappointment to myself, and no end of grief to a host of admirers. Perhaps this is not a very modest statement, but I have been told by so many that it is true, and it is so pleasant to think so, that my struggles not to believe it have been all in vain. I had some refreshments with Dr. Emery one day last week, and I promised him that I would make one of the party to occupy his special car. The Doctor worked hard to get up this party, and the success which has apparently crowned his efforts, is well deserved. I am told that they had a very jolly time, including a smashup, for having bought the car, their fun making was unrestrained.

THERE were a lot of "good spirits," as Dr. Kendall would say, aboard the car. There was Chief Consul Davol, of Rhode Island, who stands almost unrivalled as a story teller, and he brought some boys with him, who could hold their ends up in the story line, as well as sing a first-class song. Another of the party who added much to its jollity was Charles F. Joy, of the Pope Mfg. Co. Austerity and dignity stand out all over Joy, during business hours, but get him off with the boys, and you wouldn't ask for a more congenial companion. Some years ago he won fame, if not fortune, behind the foot lights, and to-day he can spin a yarn like an old time minstrel star. Joy is a great friend of Emery's, and they run each other hard in the fun-making line. The Doctor is something of a comedian himself.

LARRY OVERMAN was another of the "good spirits." When not engaged in helping along mirth, he chatted with E. W. Pope in the most friendly way on cycling topics. The Papes and the Overmans seem to be first-class friends since they have given up fighting each other in the courts. Charley Howard, of the *Globe*, was, of course, of the party. Wherever the wheelmen are, Charley is sure to be. Howard has grown *blase* of late, since his return from the Azores. There were other wheelmen from other towns, about 30 in all, and I would have given a good deal to have been with them, and chronicled their doings in the *WORLD*. All that I know about them is learned from a letter I received this morning from one of their number.

My correspondent writes me that they have, by energetic personal efforts, managed to have a very good time at the meet. The Buffalo Club men have tried to make things pleasant for the visitors, but they are for the most part business men, and it could not be expected that they should devote a great deal of their time to the cyclers. The races do not seem to have been particularly interesting. The newspaper reports state that gales of wind prevailed throughout the contests. I once lived in Buffalo for several months, and know all about a Buffalo breeze. I remember an occasion a few years ago, when I was going from Buffalo to Cleveland, on the Lake Shore road. We had been out of Buffalo a few hours, and were running along the shores of the lake, when notwithstanding that the locomotive attached to our train was one of the most powerful on the road, the wind, which had risen to a gale, swept us back over our course seven miles, and it is likely that we would have been forced into the city and done awful damage to life and property had not the rail road officials been informed by telegraph of our situation, and sent five of their best locomotives to the rescue. It is not to be supposed that a racing cyclist could make much time against such zephyrs.

ST. LOUIS.

"LINNEUS."

SPEAKING to Hal. Greenwood a few evenings ago, I was surprised to hear that he had not received the medal for the hill climbing championship from Wells, nor had he received money for his expenses incurred here and in going to Eagle Rock Hill. It is now over a month ago that the affair took place, and it seems to me it is about time a settlement was made.

THE Cycle Club at present has 105 members, and is steadily growing. Walter Wylie, ex-captain, resigned from the club a few meetings back, and I understand has given up wheeling for the present.

It will perhaps be a matter of news to most of your readers to know that A. A. McCurdy, once the champion long-distance rider, and lately a champion fakir, has enlisted in the United States army, and is now stationed at Jefferson Barracks.

A NUMBER of riders have been over the St. Charles rock road lately, and report it as being in better condition than it has been for years, and runs are now in order to that city. Reckless coasting caused a bad accident on this road on the last day of the Marvin camp-meeting.

THE new officers of the division take charge September 1, and the Touring Board is anxious to receive road reports from the counties unreported in the present hand-book, as well as from those that are. All communications addressed to the chairman will be thankfully received, and receive prompt attention.

THE St. Louis County Court has just passed an ordinance to extend Lindell avenue boulevard from Union avenue, its present terminus, westwardly to Clayton, a distance of about six miles. As soon as the improvement is made we will have a ten-mile boulevard that will compare with anything in the country.

CAPT. LEWIS, of the Missouri, has called the De Soto run for Sunday, September 2, and present indications assure a large attendance. Among those that will do the "mountains" are C. C. Brewster, Alex. and Abe. Lewis, Prof. Stone, S. C. Bulkley, C. C. Hildebrand, Colcord, Holm, Barnard and Dormitzer.

SENATOR MORGAN'S "ad." in your paper has caused some talk of a race meet, but as yet the matter has not taken shape. I can't, for the life of me see why a well-conducted race meet should not pay. I think if the Senator approaches Chas. Green, President of the fair grounds, in the right way, negotiations looking toward a race meet can be inaugurated.

PROF. STONE and Mr. L. C. Bulkley, of the Missouri Club, have been doing some hard riding lately. It is but a few weeks ago that I chronicled a trip to De Soto, and last week they took the boat to Clarksville, and did some tall riding over the gravelly roads of Pike county. Prof. Stone covered 105 miles, visiting Louisiana, Paynesville, Bowling Green and Astley, although all roads travelled over were in fair shape. Mr. Bulkley covered 85 miles, which is a good record, considering that he only began riding this year.

THE table of comparative League memberships in the various states in last week's *BICYCLING WORLD-BULLETIN* shows Missouri to be 40 members behind last year's figure. Every member who takes any pride in the division should spare no pains to see that this discrepancy is made up. In looking over the list, I find that the little Nutmeg State has lost 200 members. Poor old Connecticut! By the way, the four members in list of August 24 were all secured by one of the representatives. What has become of the officers in charge of the Kansas City and St. Joe districts?

THE Missouri Division meet at Kansas City is absorbing a good deal of our cyclers' attention, and both the Missouri and Cycle Clubs promise to send quite a delegation to attend. A number of requests for rates, etc., have already been received from Sedalia, Clinton and other towns, which will no doubt be arranged shortly. Percy Stone, George Tivey, Ed. Smith, George Mettig and Harry Gordon will represent our racing contingent. The promoters of this meeting wish to make it a big success, and every member of the division should make it his business to attend. LATER—a fare of \$1.13 for the round trip has been secured from all points in the State.

NEW ORLEANS.

"BI."

THE date of the Division race meet has been changed from the 14th to the 28th of September, and the following programme decided on: One mile novice; one mile championship of the South, open to all; Louisiana Cycling Club championship, one mile; Race for boys under 16, wheels not over 42 inches; one mile for the State championship; one mile safety; New Orleans Bicycle Club championship, one mile; one mile handicap; two and a half mile lap race, open; one hundred yards slow race, open; one mile consolation, open. The entries open September 3, and close on the 26th.

THE meet will be on last year's liberal scale, complimentary, and 6000 invitations will be issued. Riders from Memphis, Atlanta and Little Rock are expected, and we hope to even better last year's glorious showing. The medal for the one mile championship of the South is a beauty, and is a donation from Chief Consul Hodgson.

A TEAM race will also probably be added to the programme, the Louisiana Cycling Club announcing that it will throw down the gauntlet to the New Orleans Bicycling Club. The N. O. B. C. literally wiped up the earth with L. C. C. team of last year but one man of the latter team finishing. Matters have changed somewhat during the last year, however, and the Louisianans feel that they can now put forward a team that can hustle a little bit.

QUITE a fight is being made for the Division Secretary-Treasurership. Two candidates, W. H. Renaud, of the Louisiana Cycling Club, and H. W. Fairfax of the N. O. B. C., are in the field, and both sides are working like good boys, and giving us more real excitement than we've had in a long while. The election takes place September 4th, and we anticipate more fun than we've had since our "yaller dorg" died.

PRESIDENT RENAUD of the Cycling Club now rides a "goat" of the "Club" variety, and has taken the agency for that machine.

WE have here in New Orleans one of the disenfranchised League men of whom Secretary Bassett recently made note. He moved here during the year from another State, and is very hot under the collar, because of his inability to vote at the election next week.

THE Louisiana Cycling Club takes in Bay St. Louis, Miss., next Sunday.

CHIEF CONSUL HODGSON has appointed the following Division Racing Board for the ensuing year: R. P. Randall (chairman), E. A. Shields, W. H. Renaud, R. G. Betts, C. H. Fenner.

THE weather has been simply "beastly" for the past six weeks. Rain every day and the roads are in a horrible shape, and extended runs at a decided discount.

PORKOPOLIS NOTES.

"STAR."

It is rumored that "Toot" High, who thinks nothing of climbing Crescent avenue before breakfast, proposes, now that "Onkel" is away on an extended Southern tour, to challenge the wheelmen of this vicinity to a hill-climbing contest, and promises that if he is defeated, that during the next year he will take the pictures of wheelmen, gratis.

It is said that Joe Hosea recently made a remarkable run of 300 points at billiards.

WONDER why those rats in the Montgomery pike, between the city and Norwood, are not filled with broken stone!

A. C. PIPER has been so badly *Maimed* that he has disposed of his ordinary, and, for this season at least, given up riding.

TOM SCHULTZ says that he recently tried to push a loaded wagon up Gilbert avenue, but the driver objected to the pace as being too hot for his horses.

A. B. NORTON, when asked a short time ago what his initials stood for, absent mindedly replied "Air Brake," and then wondered why everybody laughed.

THE readers of that squib in the *Enquirer* of Aug. 19, in which a certain modest and retiring local cyclist was described as a "professional trick Star rider," are left in doubt as to whether it is the wheel or rider that is tricky.

SEVERAL excited wheelmen who "precipitated" in the parade at the opening of the Centennial on July 4, are hunting for the individual who suggested that the Expo. Commissioners set apart a day for a wheelmen's parade.

THE bicycle editor of the *Commercial Gazette* should have waited till all the returns were in before declaring that Charley Stevens was the first one to climb Forest avenue on a safety. It was climbed a month previously by the "great and only" Tom Schultz.

SPEAKING of new routes, the Paddock Road, which branches off to the left from the Reading Road, about 300 yards beyond where the horse cars turn off, and which runs through Bond Hill, is a pleasant route, via Eden Park and Walnut Hills, to Carthage and points beyond. By it the bad streets of Cumminsville can be avoided, whilst the distance is not much, if any greater.

THE C. B. C. seems to have satisfactorily solved the problem, how to derive the greatest benefit from the use of the wheel, for, leaving scorching and long runs to those who delight in boasting of their achievements, they jog along at an easy pace, making occasional stops to enable weak riders to get their "breathe," and arrive at their destination in ample time for dinner. After a hearty meal

and several hours' rest, they leisurely return, thus obviating that "broken up" feeling so commonly experienced on Monday morning.

THE pernicious habit of imbibing large quantities of water at every stopping-place, so common among inexperienced wheelmen, not only aggravates the thirst, but, by promoting excessive perspiration, exhausts the rider. It is the perspiration that evaporates as fast as it appears, and not that which runs off of the skin, that diminishes the heat of the body. If the rider resists this desire to drink, the water for perspiration is taken from the fat,—which is a dead weight,—and he is benefitted by the decrease in his avoidrupois.

NEW YORK AND

LONG ISLAND NOTES.

"WING FOOT."

THE Cyclist's Union of Long Island was brought into being at the residence of one of its fathers, so to speak, last Wednesday evening, and is already cutting its eye-teeth. The charter members are Mr. J. B. Huggins, G. W. Mabie, C. A. Bradford, C. Newberg, M. L. Bridgman, M. Furst, H. Greenman, H. E. Raymond, W. J. Clark and L. G. Wilder. There will be no initiation fee, but the yearly dues will be one dollar. The object of the association will be the protection and development of cycling on Long Island, and that pit-fall "politics" is to be avoided at all hazards. The Union professes no antagonism to the League.

W. C. FULLER, B. B. C., now leads that club on the season's record.

EVERYTHING points Buffaloward this week, and until about the time this paper reaches us, there will be very little going on at the club houses.

THE New Yorks were forced to move into their new house, while it was yet in a rather chaotic state, because of some trouble with the stone cutters, by reason of which the main entrance is not yet completed, and it will be some time before they are ready for the inevitable "house warming."

SEVERAL Brooklyn boys are very anxious to have a prize put up for the record from the Plaza, Prospect Park, to Patchogue, and promise to make 5.00 suffer, if it is made, worth the trouble. Why shouldn't the Brooklyn clubs offer a subscription record trophy. The road from Jamaica to Babylon can now be ridden without dismount.

AMONG my many trophies and mementoes of pleasant trips a-wheel, is numbered a large photograph taken from the piazza of the Fort George Hotel, Caldwell, Lake George. In the foreground are nine wheelmen from Philadelphia. Who knows who they were? It was taken in the summer of 1886, and mine was the only copy left at the hotel, and, in fact, is the only good photo. I could get at the lake.

I HAVE been asked a good many times of late, why I take no notice of the present unpleasantness in the Second District. There are always two sides to such matters—unpleasant at the best—and my estimate of the duties of a correspondent does not include being the medium of a personal dispute, for such I believe it would degenerate into. The whole matter will probably adjust itself without any wild convulsion of nature, or a riot, and the old footstool will wag on about as it wills, but I doubt very much whether the renewals from the Old Second will be very large next January.

IT was on the above trip that I broke the backbone of my wheel at a lonely spot, miles from a settlement, and was thrown upon the hospitality of Capt. Ben Hill, Commander in Chief of the gallant canawler, "Palisades." He and his worthy better-half treated me right royally. The cabin was large and comfortable, and for tea, a comfortable, broad bunk, in which I slept like a top until morning, and a plain but hearty breakfast, they refused to accept a cent in pay, and even insisted upon bringing my wheel down to Brooklyn for me. If any of you fellows along the canal, from Troy to Champlain, ever see Capt. Ben and the "Palisades," give him the best wishes of "Wing-Foot."

PENNSYLVANIA.

"ARIEL."

THE races at the State Fair next Monday will develop some lively feeling, especially in the inter-club race for the championship of Philadelphia, which will be for blood. It will be preceded by the races for the championship of Pennsylvania, Century, South End and Tioga clubs, and is open only to the winners of each of these events, so that the best man of each club will contest for the honor of his fellow-members. I rather think that Halsted will win both the Pennsylvania Club

race and the final. He dropped in to see me to-day, on his way from Cape May, where he has been putting in a very pleasant summer, and told me that he intended entering the races, which means that Mr. Halsted's competitors will have to keep a movin' to win.

HILL and McCloskey will ride the former's Ivel tandem bicycle at the Roseville races, in place of Hill and Halsted, and they may be seen training regularly on the Lancaster Pike. Fuller, who was Hill's former partner on the tandem, has given up racing.

HALF a dozen new safeties were received in the Pennsylvania Club last week, bringing the number up to between thirty and forty in that club alone. I notice with surprise that they claim that there is no safety craze at Newark and the Oranges. It has struck Philadelphia with a vengeance.

NOTICE has been received by the South End Wheelmen that the house at present occupied by them, has been sold, and they will therefore have to seek other quarters. They will endeavor to secure a larger house, as their growth has been so rapid that they were cramped for room. In March they had thirty-five members, while now they have seventy—not a bad percentage of increase.

FOR long-distance riding, Captain W. T. Fleming, of the Centurions, probably leads for the season. He commanded the club century run to New York yesterday morning, which left the club house at 4 A. M., with Bronley, Speier, Barnett, Kneeder, McGlathery and a couple of South End Wheelmen. The latter club have a good long-distance man in J. R. L. Edwards, who completed his one thousandth mile in August, making about four thousand two hundred miles for the season.

Two century runs last week. One was that of George Caryl, Secretary of the South End Wheelmen, who ran up 101 miles. The other was one made by M. J. Bailey and W. G. Speier, of the Century Club, who took a trip to Honeybrook, covering 108 miles, over very poor roads. This run was taken with a view towards capturing the gold medal offered by the club to the member making the longest run for one day during the season. Mr. Bailey intends to make another attempt, as he thinks the figures must be put at 150 miles to take the prize.

By the club election of Messrs. Burt and Lewis, of the Philadelphia Club, to representativship in the League, that club now has three representatives, Mr. Osborne having been a nominee on the State ticket. Now while I am not personally acquainted with Mr. Lewis, Messrs. Burt and Osborne are among the number of those who honor me with their friendship, and I know they will not misunderstand me when I say that it would have been advisable to have placed one of those names in the Pennsylvania Club. The Century Wheelmen are represented by the appointment of Kirk Brown on the State ticket, and the Tioga Club by the League club representation of Dr. Van Deusen, while the large and influential Pennsylvania Bicycle Club is left out in the cold. I don't think the club is keeping awake nights over the matter, but it was a poor stroke of policy. It will be objected that the Pennsylvania Club should have remained in the League, and thus entitled themselves to representation, but that has nothing to do with it. They had a perfect right to withdraw if they saw fit, and since the Philadelphia, as a League club, were entitled to two men, the third should have been placed among the Pennsylvanias, one of the largest, most active and best known clubs in the country. Mr. Osborne told me that he really did not care to accept the place, as his time was entirely taken up by business, and he could not give the necessary attention to League matters, so that as far as his personal feelings were concerned, he would rather not have been on the ticket. And yet, while I have been sticking out on the lines of a general policy, I much question whether any one could have taken Mr. Osborne's place on the board, with his years of long service in cycling, and his thorough acquaintance with the needs of the League. Reading also was dropped from representativship, while Wilkes-Barre and Scranton have four between them. It looks as though Chief Consul Jessup and his friends had taken care of their own section pretty effectively.

NEWS
AND COMMENT.

Mr. DUCKER writes: "The Powelson Photograph Gallery, which is owned and controlled by Mr. Hall, of the Buffalo Bicycle Club, is to take a number of photographs of the League meet and races in this city. They will also take a very large photograph of the wheelmen after the parade. It will be about 20x24, and be a fine picture. Would you kindly announce same in your columns, and state that orders for it will be received either by me, or at Powelson's Art Gallery."

Now for Hartford!!

HARTFORD, September 12th and 13th.

ALL the fast men will participate in the races at Hartford, Sept. 12th and 13th.

GEO. W. AMES, of Lewiston, is worshipped as a little god since his defeat of Patten, of Skowhegan.

A STAR of the first magnitude has appeared on the horizon of the amateur world, and his back name is Windle.

STEPHEN TERRY, of Hartford, left last week for Los Angeles, Cal. While on the Pacific coast he proposes to do some League work.

A MOST interesting interview with W. S. Doane on his ride from Denver to Boston has to go over to another issue for want of space.

POUGHKEEPSIE, N. Y. will hold a two days tournament, Sept. 21 and 22. Mr. Ducker will assist the local clubs in the management thereof.

THE scheme of special prizes for the first, offered by the Hartford Wheel Club, will insure speedy races next Wednesday and Thursday.

CATHAY seems to be a poor place for bicycling. The poet says: "Better fifty years in Europe than a cycle in Cathay."—*Detroit Free Press*.

FROM all indications, the road race under the auspices of the Eastern Road Club, will this year excel all former efforts. The date is Sept. 22.

"RUMOR" has it that F. F. Ives will return to the race track this season, but Ives says "No." We are sorry to doubt "rumor," but we think Ives ought to know.

MR. JAMES J. GRACE, a member of the Hartford Wheel Club, has left that city for Kansas City, Mo. Before leaving his club friends tendered him a complimentary dinner at Besse's Cafe.

We have received the advance copy of "World's Cycling Records," published by Joseph Goodman, from data furnished by the WORLD. A hasty review of the book shows it to be a complete and valuable little reference book.

Two boys were employed to sell the score cards at 10 cents each, at the Rochester meet. The boys vanished and forgot to make returns, and now the owners of the score card privilege, have lost faith in juvenile honesty.

CLUBS and racing associations will do well to remember that the International team of cyclists under the management of "Senator" Morgan, is open to engagements. For terms etc., address, "Senator" Morgan, care this office.

We have a mass of correspondence that will have to go over for another issue or two. We have several letters from San Francisco protesting against "Sparrow's" charges vs. Chief Consul Welch which we shall be pleased to give space.

AUGUST 23 the Wilmington (Del.) Wheel Club gave a most delightful stag party at their club house. A very bounteous supper was served, and the evening passed with speeches, recitations and music. There were seventy-five wheelmen present.

THE roads between New Haven, Conn., and Springfield, Mass., are none of the best for record riding, but Mr. F. E. Weaver succeeded lately in covering the route between the two cities, via Hartford, Cheshire and Meriden and return, a distance of about 128 miles, in 13h. 30s., including all stops.

A CORRESPONDENT from Grand Rapids writes: "Permit me to correct an error which appeared in your account of the races here last week, in that, W. Melville did not win the Grand Rapids Bi. Club races. It was R. B. Hain who won that race, and I trust that you will make the correction in your next issue."

ONE of Washington's most popular wheelmen, Mr. E. F. Pettin-gill was married Sept. 3d to Miss. Addie S. Clark, of the same city. It has been a mystery for some time why Mr. Pettin-gill had apparently lost all interest in cycling, but the above item of news will make it plain what the strong counter-attraction is. Mr. Pettin-gill has been one of the most active and popular cyclers in the country. He has done much for the cause and for the League. We join his many friends in wishing him and his wife long life and happiness.

NO. 19,662 writes from New York: "All wheelmen, more or less, desire to have new roads, and especially good ones. There is a fine road, macadamized and in A1 condition, leading from Little

A Letter That Needs No Comment.

DETROIT, Mich., Aug. 31, 1888.

GORMULLY & JEFFERY MFG. CO.:

Gentlemen—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the meet in 1887 there were 60 wheels, and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade, there were 34 American Champions—an increase from 1-60 to about 1-3.

I can PROVE that there have been more American Champions sold in Michigan this year than any other TWO makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders too. Three out of five races at St. Johns were won on Champions. A \$250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly,

C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by Jno. A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

EAGLE ROCK CLIMBED NINE TIMES Thursday afternoon, August 23d. Start was made at 4 P. M. and finished at 6.25 P. M., when darkness interfered. This is a two minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York ave., Jersey City, N. J.; Geo. J. Pforr, 64 Washington st., Chicago; Herman Kneised, 97 Webster st., Jersey City, N. J.; S. C. Wells, 365 Broad st., Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

We are now delivering Ramblers with a reasonable degree of promptness.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

Catalogue on application.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

Club and Racing Associations, TAKE NOTICE.

THE INTERNATIONAL TEAM OF CYCLISTS,

Under the management of "Senator" Morgan, has arrived in this country, and will be open to engagements during the Fall months. The team consists of the fastest riders of America, England and France. Write for terms, which will practically guarantee the club against financial responsibility, and at the same time insure good racing and good gate. Do not delay, as it will be "first come first served." Address, for further particulars,

"SENATOR" MORGAN,

Manager International Team,

Care Bicycling World Co., 12 Pearl Street, Boston.



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SIMPLICITY

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HIGHEST GRADE

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SUPERIOR FINISH.



MARLBORO' NO. 2. \$160.

Illustrated Catalogue Free on Application.



SWIFT NO. 2. \$120.

INCEP CYCLES

Extract of Letter from W. S. Doane, now on his way from Denver to Boston, (Dated August 25.)

"I can fully agree with you regarding the Apollo, and would say that I have thorough confidence in the wheel, and that is saying a great deal more than I could about the —. I think without any doubt that the Apollo is the finest, easiest-running and strongest wheel I ever rode, and I only hope that I shall always be able to ride one, as up to the present date there is no wheel in the market that suits me better, and I can tell you I have ridden very, very hard for the last week, hard enough to tear any ordinary wheel to pieces."

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.

BICYCLE AND ATHLETIC GOODS.

The KINGSTON KNITTING CO., - - 27 Kingston St., Boston, Mass.,

Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited.

KINGSTON KNITTING CO.



Correspondence invited.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co. 12 Pearl st., Boston.

Falls, N. J., to Paterson. The surface of the road is like glass, the scenery charming, and for a few miles the cyclist has the company of the Passaic, so to speak. I have ridden this distance (four to five miles) quite frequently, and in all my rides have met two riders, and they, at that, workingmen, who in that section go to and from their work on a 'bike'. I hope that you will give this space in order to benefit the wheelmen of Montclair, Orange and the surrounding country."

THE BUFFALO TOURNAMENT.

The great World's Bicycle Tournament opened Tuesday under rather unfavorable auspices as to the weather and condition of the track. A strong wind prevented fast time and badly pumped most of the riders. The track was probably the poorest ever ridden on in this country. There was more gravel than clay, and the two acted entirely independent of each other; consequently the track had more soft spots than hard ones, and at the finish of the day's events the track looked as though several wagons had been driven over it. Probably the finest field of professional riders that ever participated in a single tournament was assembled at Buffalo. With such men as Rowe, Crocker, Knapp, Temple, Allard, Lees and Neilson, none but the closest finishes could be expected. In fact, between the first four men named above it is difficult to decide which is the best. It was Crocker's day Tuesday and Knapp's Wednesday. Rowe has been running second while Temple did not get into gear until the second day. Neilson and Woodside are outclassed and Dubois is evidently good for only short distances. The first heat of the world's championship race on Tuesday was won by Crocker, who made a great spurt. Rowe and Knapp made such a close finish for second that it was almost impossible to place them correctly. The judges gave Rowe second place, though everybody else was positive that Knapp was entitled to it. It was a question which none but the judges could accurately decide.

In the amateur events young Windle is undoubtedly far and away the best rider. The manner in which he won the ten-mile amateur race on Tuesday opened the eyes of everybody. Although the wind was of the strongest, yet on the last half-mile he made a spurt that set everybody crazy with enthusiasm. It was a reminder of the days of Hendee. The fact that Windle made his last half in 1:18 2-5 shows what the boy is capable of.

The "pots" here have been so large that it has caused a great split among the professionals and it is undoubtedly the fact that they have done more honest racing than they are usually accustomed to do. Their cupidity was aroused and they speedily saw they could make more independently than by combining. Every man has accordingly determined to get the biggest share, and to do that he has got to run for it. Knapp won the half-mile professional on Wednesday very prettily, although way on the outside.

Somehow or other there does not seem to be the snap and enthusiasm which always characterizes the Springfield and Hartford tournaments. The crowd for the most part has enthused very little, and what cheering has been done has been confined principally to wheelmen.

Everybody is criticising Prial for his action in the five-mile professional tandem handicap on Wednesday. Allard and Lees, scratch men, kicked on the handicaps given Crocker and Neilson and Dubois and Knapp which were respectively 120 and 300 yards. Prial changed the handicaps to 50 and 75 yards, and then there was another kick. Prial then wanted to put all the men on the scratch, but finally settled it by reducing the handicap of Dubois and Knapp from 300 to 275 yards, and letting the 120 yard handicap of Neilson and Crocker stand. Prominent league officials expressed themselves rather vigorously on this procedure, and tenders of the position of official handicapper were made to several gentlemen in the judges' stand.

OFFICERS.

General director—Henry E. Ducker, Buffalo.
Referee—Howard P. Merrill, Springfield, Mass.
Judges—T. J. Kirkpatrick, Springfield, O.; George R. Bidwell, New York; W. S. Bull, Buffalo; Charles H. Potter, Cleveland; Harry H. Hodgson, New Orleans; C. H. Luscomb, Brooklyn; Thomas Stevens, New York; Charles A. Pyne, Woodstock, Ont.
Starter—George M. Hendee, New Haven, Conn.
Timers—J. H. Isham, Buffalo; C. H. Kimball, Buffalo; W. N. Watson, Buffalo; H. D. Corey, Boston.
Clerk of course—Will L. Fuchs, Buffalo.
Assistant clerks—Albert F. Reiman, Buffalo; W. O. Graham, Buffalo.
Scorers—Louis Bruch, Buffalo; John Hauenstein, Buffalo; C. G. Wannenmacher, Buffalo.

THE PRIZES.

The prizes for the tournament are as follows:

PROFESSIONAL.

World's championship, cash prize	\$1000 00
Each one-mile race, cash prize	100 00
Each two-mile race, cash prize	125 00
Each three-mile race, cash prize	150 00
Each five-mile race, cash prize	300 00
For professional tandem races, double the above amounts, each race.	

AMATEUR.

Each one-mile race, a prize costing	\$50 00
Each two-mile race, a prize costing	75 00
Each three-mile race, a prize costing	100 00
Each five-mile race, a prize costing	150 00
Each ten-mile race, a prize costing	300 00
For amateur tandem races, double the above amounts.	

THE PARADE.

Nine hundred and thirty cycles in line is the biggest on record, and I opine 'twill be many days before the record is broken. Nearly eighty clubs were represented in the parade, and they came from New York, New Hampshire, Massachusetts, New Jersey, Michigan, Pennsylvania, Ohio, Indiana, Connecticut, Illinois, Maryland, District of Columbia, West Virginia, Kansas, Virginia, Delaware and Wisconsin and Canada.

The houses along the route were handsomely decorated, and the crowd was immense and enthusiastic.

A little six-year-old boy rode the entire distance of the route on Bull's staff. The appearance of the ladies among the paraders was the signal for very energetic applause and approbation.

Another feature of the parade was the appearance in line of the "purp" Rambler, all decked out in the colors of his club, the Ramblers. This club had the largest representation in line, sixty-one men out of the seventy-six membership being in the parade.

No serious accidents occurred. One man attempted to cross the line, and was unavoidably run down: some bruises only were the result.

Following are the summaries of the events each day:

FIRST DAY.

One-mile tandem (professional)—Crocker and Neilson, Allard and Lee, Dubois and Knapp were the starters in the double enders' race. This proved a walk-over for Lee and Allard: Dubois and Knapp second. The other men did not seem to know how to steer, especially is this true of the team from Boston. Time, 3:16 3-5.

One-mile novice—A round dozen came into position for this race, and the man from Cambridge, Kenneth Brown by name, excited admiration by the way he rode and won his race. He was content to hold fourth place until the home stretch was reached, and then he romped away from his field in rattling style; R. W. Jameson, second; W. B. Milley, third. Time, 3:00 3-5.

Ten-mile L. A. W. championship race—Ten men came to the post, but soon the number was cut down five men. Crist and McCune had enough after about three miles, and so this left Windle, Mideley, Foster, Van Sicklen and Winship to fight it out. Up to the last mile Van Sicklen did the donkey work, but after that the pace told on him and he quit. Windle rushed away and won by twenty yards. The race for the second place between Mideley and Winship was a fine bit of racing. Winship proved the better man by a few feet. Time, first mile, 3:02 2-5; second, 6:10 1-5; third, 9:21 2-5; fourth, 12:36 4-5; fifth, 15:41 2-5; sixth, 19:; seventh, 22:13 3-5; eighth, 15:41; ninth, 28:45 1-5; tenth, 31:37 1-5.

One-mile handicap (professional)—Not a man on scratch. Crocker was put at 10 yards, Knapp 20 yards, Munger 120 yards, McDowell 100 yards, Eastwood 100 yards, Dubois 40 yards, Neilson 60 yards. This race was a surprise for Crocker's friends, and caused them to go wild. He picked up all his men before the last quarter was entered, and then he rode home, winning as he pleased. Dubois stopped on the last quarter. Knapp took second money and Eastwood third, and then came Neilson. Time, 2:43 2-5.

One-mile 3.10 class—This race was run in heats, ten men starting in the final, but it soon proved that the result lay between B. Meyer, E. O. Rosicoe and A. C. Banker. It was a grand struggle between these three men, and resulted in a win for Meyer, with Banker and Rosicoe second and third, as named. Time, 2:54 4-5.

Two-mile New York State championship—Brought six men as the starters. W. S. Campbell won this race, with H. J. Hall, Jr., a good second and J. C. Iven third. Time, 6:22 2-5.

Three-mile (professional) first heat world's championship—This was a grand race and a surprise. The knowing ones named Temple, Lee or Rowe as the probable winner, but the knowing ones were out of pocket, if they backed their judgment. For half a mile the pace was slow and the crowd got impatient, then Bob Neilson went ahead and smartened the pace a mile and a half. Crocker, who

had been riding in the rear easily, now put on steam, and to the amazement of every one, took first place in spite of Rowe's and Temple's effort to hold him. Then came Rowe with a rush, and he in turn took the lead. Temple in the mean time had gone down to fourth place. The struggle between Crocker and Rowe was a grand one, and it was difficult to say who had won. The judges, however, gave the race to Crocker by a small fraction of a second. Knapp took third money and Temple fourth. Time, first mile, 3.45 3-5; second mile, 7.57 2-5; third mile, 11.07 2-5.

Three-mile tandem (road machines)—This was uninteresting, as it was evident that Crist and Brown had the race their own way. Banker brothers second, Adams and Ducker third. Hill and Davis were ruled out as the machine they came to the scratch on was a racer. Time, first mile, 3.16 1-5; second mile, 6.39 1-5; third mile, 9.48 2-5.

Two-mile safety (professional) handicap—This proved a wretched exhibition. It was Allard's race, and the only competitors that he need fear (Lee) made no effort to make the race an interesting one. Allard (ten yards) won with Lee (scratch) second and George Seymour (160) third. West (200 yards) the one legged rider, started but did not get a place. Time, first mile, 3.02 1-5; second mile, 9.20.

One-mile tandem bicycle—The Banker brothers took this as they pleased. H. J. Hall Jr. and Davis came in second and Harris and Muller third. Time, 3.00 1-5.

SECOND DAY.

Not quite up to Springfield standard, but the wind and the condition of track were not such as to make the contestants happy.

Two-mile novice—Kenneth Brown again showed excellent racing qualities, and he won this race in regular veteran style. F. M. Brinker finished second and W. B. Milley third. Time, first mile, 3.14 2-5; second mile, 6.25 2-5.

Half-mile (professional)—This proved to be a fine race, and was exciting from start to finish. The starters were Rowe, Temple, Crocker, Neilson, Dubois and Knapp. Temple took the men along at a rattling pace. When near the finish, Knapp made a grand bid for first place, got it and kept it to the finish. It was a disputed question as to who finished second as between Rowe and Temple, but the judges gave it to Rowe and Temple took third. Time, 1.23 4-5.

Two-mile amateur tandem bicycle—This brought out Davis and Hall, Banker brothers, Harris and Muller. This was the Banker brothers' race, with Hall and Davis second. Time, first mile, Two miles, 6.51.

One-mile (professional) handicap, safety wheels—Lee (scratch), Allard (scratch), Dubois (65 yards), Seymour (80 yards), West (100 yards). Allard won by three feet; Lee, second; Dubois, third. Time, 3.04 3-5.

Five-mile State championship—This was a dull race, and the spectators became weary. W. S. Campbell won, with H. J. Hall, Jr., of Brooklyn, second; W. Roberts, third. Time, one mile, 3.36; two miles, 7.23 2-5; three miles, 11.13 2-5; four miles, 15.11; five miles, 18.26.

Three-mile (professional) handicap—This race brought out Rowe, Temple and Crocker on scratch, Knapp 330 yards, Woodside 60 yards, Dubois 60 yards, Eastwood and McDowell 250 yards, and Morgan 400 yards. A fairly interesting race, Morgan winning, Crocker second, Temple third, Rowe fourth. Time, 9.05.

Three-mile handicap, Rover type road wheels—This race went to R. H. Davis, of Cambridge, in a very easy manner; P. J. Berlo, second; W. D. Banker, third. Time, 9.47 2-5.

Five-mile amateur tricycle L. A. W. championship—Crist, of Washington, and Foster, of Toronto, the only starters. The two men ran slowly until the home stretch, when a loose tire on Foster's wheel caused him to run into Crist and upset. Crist got over the line first. Time, 3.49 3-4, 7.44 4-5, 14.40, 17.06, 21.47.

One-mile club teams—Chicago, Rochester and Washington started. W. H. Van Sicklen, Chicago, won by three feet; H. R. Winship, Chicago, second; W. E. Crist, Washington, third. Chicago twenty points, Washington ten. Time, 2.58.

Five-mile (professional) tandem handicap—This was a walk over for Crocker and Neilson (120 yards) who won by thirty feet. Allard and Lee (scratch) quit before entering the home stretch. This gave Dubois and Knapp (275 yards) second place. Time, 3.07, 6.23, 9.51, 12.52, 16.20 1-5.

One-mile handicap—This brought out a field of twenty-one starters with Crist at scratch and W. Windle at 6 yards. Windle refused the handicap and came back to scratch. The time he made was the fastest of the day; half-mile, 1.22 1-5, mile, 2.50. The result H. L. Kingsland (70 yards) won by three lengths; B. Meyer (100 yards) second; H. R. Winship (100 yards) third; N. H. Van Sicklen (90 yards) fourth; Will Windle (scratch) fifth; W. I. Wilhelm (70 yards) sixth.

Half-mile Unicycle—W. H. Barber won this in 2.22; Marshall second. The track was so bad that all the men fell, but they managed to finish.

THIRD DAY.

High winds and no improvement in the track made the time slow. Accidents were in order, and I regret to say Van Sicklen, of Chicago, received serious injuries, though at this present moment I am advised that concussion of the brain may be averted. The disqualification of Temple for riding foul of Rowe has created some discussion, and the withdrawal of his name in the championship events has taken largely from the interest therein. The first race was

The three-mile L. A. W. championship. There were twelve starters, a field composed of the cream of the American amateur riders. They were W. Windle, F. Foster, H. L. Kingsland, W. E. McCune, J. F. Midgeley, P. S. Brown, W. E. Crist, H. R. Winship, N. H. Van Sicklen, N. S. Campbell, R. T. McLaren, and W. I. Wilhelm. The first circuit was made with the men all in a bunch and McCune in the lead. Just after crossing the tape for the first circuit McCune turned to see where the rest were, he lost his balance and came down heavily, Van Sicklen and Lumsden fell on the top. Van Sicklen was carried from the track unconscious, and did not recover for an hour or so. The balance of the men continued on, and Windle on the last lap rushed to the front and won easily with plenty to spare. Time, first mile, 3.17 2-5; second mile, 6.31 2-5; third mile, 9.27.

Five-mile (professional) world's championship—The following men started in this: Rowe, Temple, Crocker, Knapp, Neilson and McDowell. It was a "procession," with McDowell leading, until the last lap, and then Rowe and Temple took up the running. These two men soon got a long lead on the others, and they rode neck and neck to the finish. It was in this spurt that Temple fouled Rowe. The claim was made by Rowe and was allowed by the judges, Temple, however, finished about two feet ahead of the Lynn man. This ruling of the judges will disqualify Temple from riding in the other heats for the world's championship. Crocker came in a poor third, with Neilson fourth, Knapp fifth, and McDowell last. Time, first mile, 3.27 1-5; second mile, 7.05; third mile, 10.58; fourth mile, 14.42 2-5; fifth mile, 17.50 1-5.

Two-mile open, Rover type road wheels—This race proved an easy victory for R. H. Davis, of Cambridge, with P. J. Berlo second and W. E. Crist a bad third. Davis rushed to the front from the word go and was never headed. Time, first mile, 3.40; second mile, 6.59 3-5.

Five-mile, 16-minute class, had seven starters. The Wilmington representative, S. W. Merrihew, made pace for the first mile and then the two men from Pennsylvania, the Bankers, made the pace with Merrihew in attendance. It, however, proved to be the Bankers' race, with A. C. in front and W. D. a very close second; Merrihew finished third. Time, first mile, 3.40 3-5; second, 7.33 2-5; third, 11.07 1-5; fourth, 14.26 3-5; fifth, 17.50.

One-mile (professional) handicap, Rover type—Allard and Lee, together with Crocker and Neilson, started on scratch while Dubois and Knapp had fifty yards' start. For the first quarter the scratch men did not gain much on Dubois and Knapp, and it looked as though they would win. On entering the fourth lap, Crocker and Neilson made a magnificent spurt, the finest so far seen during this meeting, and at about fifty yards from the line they caught and passed Dubois and Knapp and came in winners by several lengths. Time, 2.58 2-5.

Half-mile tandem—This was a very pretty race, but the Banker brothers were clearly the fastest team; Davis and Hall, Jr., finished second. Time, 1.26 2-5.

One-mile amateur—This race brought out the "cream," and Windle again proved himself to be the fastest amateur at the meet. For the first half Merrihew did the pacing, but after that he had to take last place. Coming into the last quarter Windle spurred and came in ahead with a long lead over Midgeley, who was second; Wilhelm, third. Time, 3.05.

Five-mile (professional) handicap—Allard, Lee and Crocker started from scratch, with Seymour 300 yards' handicap. At the end of two miles the three scratch men had caught Seymour. Lee went to the front and kept that place unchallenged until the last quarter, when Crocker and Allard pulled up, and the race for first place became very fine. Allard, however, got there first with Lee a very close second; Crocker third, and Seymour out of sight. Time, 18.05 1-5.

Two-mile amateur handicap—No scratch men started, but fourteen men were sent away. It was a good race and resulted in a win for H. R. Winship (250 yards), with Lumsden second (175 yards), and Merrihew third (150 yards). Time, 6.09 3-5.

Three-mile (professional) tricycle—Crocker, Lee, Allard, and Dubois started. Lee and Allard took first and second money, and Crocker third. It was an uninteresting race and very slow. Time, first mile, 4.44; second mile, 8.26; third, 12.07.

One-mile City of Buffalo championship—This race was won by J. B. Milley, with W. B. Milley and W. G. Schack second and third respectively. This finished the day's sport.

OUR HUNDRED MILE ROAD RACE.

F. A. DAMPMAN THE WINNER.

HEAVY RAIN, MUDDY ROADS, AND SLOW TIME.

(Special to The World.)

"The rains descended and the floods came," and the consequence was that up to the moment of starting it was an open question as to the advisability of sending the men on their long race. The majority ruled, however, and as the majority wanted to be home by Monday morning, it was decided to go. A couple of hundred men had come up to Erie the night before. The hour set for the start was 5 A. M., but the palaver and discussion as to the advisability of starting took up an hour, and so it was 6.12 A. M. when H. P. Merrill and McGarrett gave the word "go." The following men were the ones who had the grit to try conclusions: George F. Kohler, Millersville, Penn.; Fred A. Eldred, Springfield, Mass.; Frank M. Dampman, Honey Brook, Penn.; P. M. Harris, New York; Val H. Muller, New York; Robert Gerwing, Denver, Col.; Roy H. Blowers, Westfield, N. Y.; George McIntire, Erie, Penn.; Frank McDaniel, Wilmington, Del.; S. Wallace Merrihew, Wilmington, Del.; G. A. Tivy, St. Louis, Mo.; Frank G. Lenz, Pittsburgh, Penn.; P. J. Berlo, South Boston, Mass.; Austin Banks, Denver, Col.; C. H. Metz, Utica, N. Y.

The telegraph had advised the Buffalonians that the race was on, and so by 2 P. M. an immense crowd had congregated at the Fair grounds impatiently awaiting the arrival of the men. The crowd need not have been in so much haste, as the drenching rain had made the roads so heavy as to preclude record time.

It was 3.42 when a murmur of voices was heard in the distance, which gradually swelled into cheers, announcing the fact that the leader was in sight. Half a hundred excited wheelmen came tearing down the road shouting and demanding a clear track for the tired riders. Then came in sight a couple of the sorriest looking objects it has been my fortune to see in many a day. The leader turned out to be F. McDaniel, the Wilmington, Del., flyer, and right on his little wheel came Frank M. Dampman, of Honey Brook, Penn. The men and the wheels they rode were one mass of mud. As the race for first place was close, and the circuit of the Park had yet to be made, the excitement was great, and the plucky men got lots of encouragement from the cheering crowd. Just 7 minutes 30 seconds after these men move in sight came F. G. Lenz of Pittsburgh, and then came G. A. Tivy after a lapse of four minutes more, and then Merrihew, of Wilmington, came along 20 minutes after the leading men. Roy H. Blowers was the last man to come in sight. In the meantime the race for first between Dampman and McDaniel had been a hot one, and the excitement was intense as they came in sight for the finish. It was then seen that Dampman had the lead, which he kept, despite the plucky efforts of his game opponent from Wilmington. Dampman's time was 9 hours 56 minutes. Slow time, indeed; but considering the conditions was an excellent showing. McDaniel finished second, Lenz third, Merrihew fourth, Blowers fifth.

The condition of the roads was terrible; it was "plough" from the word go. Plenty of headers were taken, but no serious damage was done, a few bruises, scratches and plenty of mud being the worst results.

As this telegram has to be sent by 5 P. M. to-day (Saturday), your correspondent will have to defer details of the race for your next issue.

Buffalo, Sept. 8, 1888.

FOURTH DAY—(POSTPONEMENT.)

(Special to The World.)

The rain has spoiled the track, and consequently a postponement of to-days' races, until Monday, 10 A. M., has been decided on. Many wheelmen left the city to-night. A good many more, including some of the prominent professionals, will leave for Hartford to-morrow. The cold, blustering weather, and the poor condition of the track, have militated against the tournament being the success that the enterprise and energy of the management could have wished, and had a right to expect.

Van Sicklen is comfortable, but the doctors cannot yet say whether he has sustained internal injuries or not.

NOTES.

Surprises.

The old favorites had to play second fiddle.

The track was in horrible condition although everything had been done that money and experience could procure.

What do you think of Windle?

The water is playing the duce with the visitors and especially is it hard on the members of Morgan's team.

Morgan made things lively on the decision of the judges giving Rowe second place over Temple.

Prial says the lot of a handicapper is "not a happy one."

Up to the present writing (third day night) Windle has won every race except one that he has started in. The race he lost, was a one mile handicap and he was beaten by a man with 70 yards start.

Resume three days' races—Crocker won 4 firsts, 1 second, 1 third. Neilson won 2 firsts.

Allard won 4 firsts, 1 second.

Lee won 2 firsts, 3 seconds.

Dubois won 2 seconds, 1 third.

Knapp won 1 first, 3 seconds, 1 third.

Rowe won 1 first, 2 seconds.

Morgan won 1 first.

Temple won 1 second, 2 thirds.

Windle won 4 firsts and 1 second, starting five times.

KENTUCKY WHEELMEN TAKE NOTICE.

The wheelmen of Louisville, New Albany and Jeffersonville have accepted the invitation of the Travelers Protective Association to parade with them September 18, and non-resident wheelmen are cordially invited to help the cyclists make their part of the parade as attractive as possible by appearing in the procession. The programme of the celebration is: 18th, Drummers' day; 19th, Knights of Pythias, 5000 in parade; 20th, Satellites of Mercury, a grand spectacular pageant. Wheelmen may obtain any information from Messrs. Huber and Allison, 448 W. Main st., Louisville, Ky.

A RAILROAD SMASHUP AND A NARROW ESCAPE.

The Western train that left Boston at 7 P. M. Sunday was recalled with cyclists bound for Buffalo. The party was looked after by L. A. W. Vice Consul Emery. Everything ran smoothly enough until shortly before daybreak, when there was a terrific crash and a great jar. Every sleeper was unceremoniously awakened and two of the cyclists were thrown out into the aisles. It was soon learned that the New York train, which was running half an hour ahead of the Boston train, had broken the coupling attached to its engine and was left just around a sharp curve on a drawl ridge a few miles from Rochester. The engine of the Boston train had crashed into the rear sleeper, tearing away the platform and wedging in as far as the smoking room. The engine would have undoubtedly reached the berths beyond and many lives would have been destroyed had not the engineer had time to apply the air brake before the collision. The damaged car was filled with New York wheelmen, and in the last berth of all was Chief Consul Bidwell. The engine was wedged into the sleeping car so tightly that two wrecking engines were several hours pulling them apart. The car containing the Boston cyclists' wheels was considerable smashed, but none of the wheels were injured.

UNICYCLE RECORDS FROM 2 TO 14 MILES.

LAST week at Lake View Park, Peoria, Ill., Bert Myers upset the unicycle records from two to fourteen miles, inclusive, as follows:

Miles.	Time.	Miles.	Time.
1 - - - - -	3.34 1-2	9 - - - - -	38.13 1-2
2 - - - - -	7.21 1-2	10 - - - - -	43.03
3 - - - - -	11.23 3-4	11 - - - - -	47.27
4 - - - - -	15.40 1-4	12 - - - - -	52.00
5 - - - - -	19.55	13 - - - - -	56.46
6 - - - - -	24.40	13 and 5098 feet	60.00
7 - - - - -	29.02	14 - - - - -	60.07
8 - - - - -	33.20		

This is the greatest distance ever ridden on one wheel without a dismount. Myers rode the front wheel of a Light Champion.

Now for Hartford, September 12 and 13.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

EASTERN CLUB ROAD RACE.

IMMEDIATELY after the start of the regular twenty-five-mile race of the Eastern Road Club on September 22d, there will be started a supplementary race, open to single and tandem tricycles, over a ten or twelve mile course for valuable gold and silver medals. Entries can be made with Dr. W. G. Kendall, 176 Tremont street.

MASSACHUSETTS DIVISION UNION RUN.

No. 81 North avenue, Cambridge, was handsomely decorated last Monday, and the vicinity of this house of the Cambridge Club was alive with wheelmen. When the signal was given to "form," over 200 cyclists drew in line. The Cambridge Club and the Somerville Club each had twenty-five men in line, and the "Port" Club came next with twenty. After a short parade through the streets of Cambridge, Holmes' field was reached and the races were in order.

The first event was the one-mile open race, and was won by J. P. Clark, with A. P. Benson second; time, 3.07. Prize, nickel plated hub lamp, presented by W. Read & Sons.

Three miles, open, won by A. P. Benson, with J. P. Clark second; time, 9.52. Prize, Kirkpatrick saddle, presented by Cambridge Tribune.

One-mile tricycle, won by H. Hale; time, 3.54. Prize, pair bicycle shoes, presented by W. B. Everett & Co.

One-mile open, won by Dave Drummond, J. P. Clark second, after a close race; time, 3.30. Prize, Victor club cyclometer, presented by the Overman Co.

One-mile safety, won by Theo Rothe, after a hard race with Newman; time, 4.03. Prize, cup, presented by the Pope Mfg. Co.

After the races the men formed in line and the route to Woodlawn Park Hotel was taken. Dinner was disposed of at that place at about 4 o'clock, after which a scrub game of base ball was played. All voted the Union run a great success, and the Committee of Arrangements entitled to the thanks of the participants.

THE NEW JERSEY DIVISION MEET.

A FINE PROGRAMME.

FINAL arrangements have been completed and the programme arranged for the annual meet of the New Jersey Division, L. A. W. A slight change had to be made inasmuch as the races will be held on Friday, 21st, instead of Saturday, 22d, as previously announced. The cause of this is the Roseville Athletic Club has leased the grounds for a base ball game on the latter date and postively refuses to give way to the Division. The business meeting, as before stated, will be held in the Park Rink, Orange, at ten o'clock. The races will begin at three o'clock, the events to be as follows: One-mile, bicycle, for the State championship; one-mile, tricycle, for the State championship; three-mile, bicycle, for the State championship; one-mile, safety tandem bicycle, handicap, open; one-mile, tricycle, open; one-third-mile dash, bicycle, handicap; one-mile, bicycle, handicap, open to members of Orange Wanderers only; one-mile consolation, bicycle. In addition to this fine list it is expected that the club championships of the Elizabeth Wheelmen, Hudson County Wheelmen, Passaic County Wheelmen and Plainfield Bicycle Club will be added to the programme. In the evening there will be a Chinese lantern parade, followed by a "smoker," concert and supper.

The Orange Wanderers have full charge of the affair, and this fact is a guaranty of success. The Wanderers held a special meeting on Friday evening (August 31) and arranged the above details. They will also arrange a number of runs to points of interest for Saturday. At this meeting an election was held for a captain to fill a vacancy, and the unanimous choice of the club was Charles A. Lindsley. Quite a number of the club members started this morning out for a run to Elizabeth, Plainfield and return, and expected a high old time. C. S. French, W. A. Belcher, W. A. Booth and Mr. and Mrs. Llewellyn H. Johnson will take in the Buffalo tournament and also "do" Niagara Falls this week. Mr. and Mrs. Johnson will take along their invincible safety tandem bicycle. It is sure to create a sensation.

Newark, N. J., September 3, 1888.

NEWCASTLE (PA.) MEET.

WE are indebted to the Pittsburg Commercial Gazette for the following account of the races at Newcastle, Pa.: There were fully 4,000 people at Wheelmen's Park Aug. 29th, to witness the races at the New Castle wheelmen's fall meet. The entries included some of the best amateurs in the country, but the illness of Wilhelm, of Reading, who is a great favorite here, caused some disappointment. The first race was a one-mile novice. Starters, T. W. Shaw, Jr.,

of Pittsburg, and Charles W. Davis, of Youngstown. Shaw won in 3.20 4-5.

W. W. Windle, Phil S. Brown, of Washington, D. C.; W. E. Crist, Washington, and W. J. Wilhelm, of Reading, started in the one-mile open. Wilhelm was taken sick on the first quarter and Windle won in 2.50 2-5. Crist was a bad second.

T. W. Shaw won the one-mile 3.30 class in 3.14 4-5, against A. P. Steel, of Franklin.

The National L. A. W. championship half-mile race was won by Windle in 1.19 1-5, Wilhelm second, Crist third.

The quarter-mile open was also won by Windle in 38 4-5. The other starters were Crist and Brown.

The two-mile State championship was carried off by W. D. Banker, of Pittsburg, in 2.51. Wilhelm on the second lap dropped out and A. C. Banker was second.

The two-mile lap race had only two starters—Crist and Brown. On the last lap Brown took a terrible header and his wheel was damaged, but he escaped with a few scratches. Crist won in 6.23.

A. C. Banker won the one-mile 3-minute class in 2.55 3-5. In the one-mile Rover type safety W. D. Banker defeated Crist in 3.05 4-5.

The half-mile open was won by Windle in 1.18 2-5. Lenz, who was a good second, took a header, but was not injured, and A. C. Banker took second prize.

An incident occurred in connection with Lenz's header, that attracted a great deal of attention and wonder. His bicycle, after turning completely over twice, struck on both wheels fairly, ran up the track fully seventy-five feet, and was stopped by one of the assistants at the tape.

Crist appeared to be out of condition, or the company was too fast. Most of the riders remained to train on the track for the Buffalo races.

RACING AT CHICAGO.

DELAY in starting the races at Cheltenham Beach, Aug. 25, caused much annoyance among the spectators. From a sporting view the races were a great success. About an hour after the advertised time the races were started resulting as follows: One-mile novice, Tom Roe won handily, rather surprising the boys the way he walked to the front and keeping there to the finish; M. A. Hosford second. Time, 2.55. In the Illinois club championship race, A. C. Fordham was victorious, although H. E. Morris, who had just gotten over a sick spell, gave him a hard rub on a road wheel. Time, 2.52 2-5.

The two-mile State championship was stoutly contested from start to finish. When Van Sicklen and Lumsden spurted past Winship on the last quarter, the crowd went wild, and when ten feet from the finish Lumsden spurted again and beat Van by a foot, then Rome howled indeed. It was a splendid finish, and I saw Hendee's eye glisten as he saw it, reminding him of some of his own finishes perhaps. Time, 5.33 3-5.

The one-mile handicap was won by W. B. Greenleaf (90 yards) on a spurt, George Thorne (85 yards) a close second. Time, 2.41 4-5.

The one-mile Lincoln Club championship race brought out, F. E. Spooner, A. M. Luce and H. E. Sauer, and was a pretty race all through. Luce winning, and Spooner a close second. Time, 2.55 2-5. The one-mile State championship brought out the three fivers again, "Van," "Win" and "Lum," as the boys call Van Sicklen, Winship and Lumsden. Again, Lumsden showed great head work, as well as leg work, and once more rolled his wheel over the finish line a few feet ahead of Van Sicklen. Winship dropped out after the second lap. Time, 2.51.

The quarter-mile dash was run in a peculiar way. There being six starters, Conkling, the starter, concluded to run the race in two heats, three men in each heat, and so announced it to the contestants, adding "that the two who made the fastest time in the two heats would be declared the winners." G. P. Washburn and W. B. Greenleaf were the winners; time, 40 2-5 and 42 2-5, respectively, and both men were in the first heat. H. E. Morris made the quarter in 42 1-2. He being the first man in in the second heat the crowd thought the three men should run in the final, but according to the announcement of the starter the judges gave the prizes to Washburn and Greenleaf.

M. A. Hosford won the Fort Dearborn Club championship; C. J. Vodoz, second.

The only accident of the day occurred in the two-mile handicap, when Thorne, in passing Wimmerstead, was crowded off the track into a post, he fell heavily and the two men behind him followed suit, but fortunately no bones were broken. The race went to W. B. Greenleaf (175 yards); Wimmerstead (250 yards), second. Time, 5.39.

The five-mile State championship was a struggle between N. H. Van Sicklen and H. R. Winship clear through, and was finally won by Van with one of his famous spurts. Time, 14.48 2-5.

The two-mile consolation race brought out five starters, and as there were four medals up it was a fine race. Although Winship had just ridden a five-mile race, he captured the first place with ease; time, 6.02.

The prizes were mostly handsome gold medals.

MINNEAPOLIS BI. CLUB FIRST ANNUAL MEET.

The first annual meet of the Minneapolis Club was held August 5. The weather was fine, but a strong head wind on the home stretch bothered the rider. The track was in fine condition. In finances the club will about clear themselves. The track is so far out of town that a crowd is hard to get. Promptly at three o'clock the races were started.

One-mile race, eleven entries—W. W. Heffelfinger won; Alec Graham second; O. H. Holby third. Time, 3.15.

One-mile, professional, two best out of three—First heat, Grant Bell won; F. E. Dingley second. Time, 2.54 1-2, 2.56. Second heat, Grant Bell won; F. E. Dingley second. Time, 3.26. First prize, \$25; second, \$15.

Two-mile amateur handicap, open—E. J. Hale first, B. C. Lund second. Time, 6.47.

One-mile, Rover Type, safety, open—Colie Bell first, George Bartlett second. Time, 3.18.

Five-mile club championship stakes—Colie Bell first, H. D. Lackor second. Time, 17.06 1-2, 17.17. First prize gold medal.

Three-miles, amateur, open—Colie Bell first, E. J. Hale second. Time, 10.01 1-2, 10.08. First prize, gold medal.

One-mile, 3.30 class, twenty-six entries—W. W. Heffelfinger first, H. D. Lackor second. Time, 3.04, 3.09.

One-mile, Star handicap, four entries—Alec Graham (scratch) first, James Gray (75 yards) second. Time, 3.24 1-2, 3.30.

One-mile, tricycle, open to the Northwest—George Bartlett first, W. W. Heffelfinger second. Time, 3.38. Prize, gold medal.

One-mile, amateur, 3.10 class—Colie Bell first, W. W. Heffelfinger second, H. D. Lackor third. Time, 3.01, 3.13.

One-half-mile, boys under sixteen—Morris Bakke first, Fred Harrington second. Time, 1.40 1-2.

One-mile, consolation, four entries—D. M. Dynes first, H. Hunt second. Time, 3.19 1-2, 3.20.

NOTES.

Colie Bell won every race he started in.

Heffelfinger in the tricycle race rode a Quadrant with the brake on. Whether some one "fixed it" on, is not known.

In the 3.10 class race Bell won as he pleased, the last 100 yards he coasted in.

Not an accident occurred during the afternoon.

Bert Lund and H. M. Dynes were well liked by the boys. They are good strong riders and would have made a better showing if they had had more time to train in.

Many remarked that it was the best race meet of any kind they had ever seen. When one race was over with the clerks had the contestants in the following race out, all ready to start.

Captain Hartz, of the St. Paul Standard Bicycle Club, was seen at the races.

The lantern parade was a great success. Captain Fred Coffin at the head of the mounted police took the lead, with Millard and Thyle's Military Band next and behind them came the Minneapolis Bicycle Club, and behind the club the non-members. The Tribune estimated the number in line as about two hundred. Quite a number of the St. Paul boys came over, but did not get here in time for the parade. Ten or fifteen thousand people witnessed the parade.

ROCHESTER (N. Y.) RACES.

A GOOD track, a good day, and good racing ought to have drawn a bigger attendance at the West End Club races last week Thursday than was present. The parade interfered with starting the races on schedule time, a mistake which we hope the West Enders will not make again. From the Herald of Rochester we take the following results:

The first race on the programme was a half-mile dash, in which there were the following entries: J. Fred Midgely, W. E. McCune, E. P. Cochran, and W. S. Campbell. Midgely won the race in 1.15. Campbell came in second; time, 1.18.

There were ten entries in the one-mile novice race. Kenneth Brown won first place, time 2.56; Robert Jameson, second, time 2.58; Mortimer Smith, third, time 3.01.

W. H. Barber, the unicyclist, then attempted to break his own record of 3.27 for one mile, but, owing to a loose pedal, he fell twice, and the attempt was abandoned.

The three-mile for Monroe County championship brought out Robert Jameson, Charles J. Iven, John A. Heusner, Bert A. Pratt, Charles J. Conolly and Gordon Montgomery, all of Rochester. It was a pretty race, and was hotly contested. The first mile was made in 3.03, with Jameson, Montgomery and Conolly leading in the order named. At the quarter on the third mile Iven had a big lead. Conolly afterward made a spurt, but was unable to reach him. Iven came in first, time 2.59, with Conolly second and Montgomery third. Iven's time for the whole race was 9.03; Conolly's, 9.08. Heusner and Jameson withdrew before the finish.

In the five-mile open there were four entries, W. S. Campbell, H. J. Hall, W. E. McCune, J. F. Midgely. The strong wind which was blowing at this time bothered the riders considerably, but they came down the home stretch in fine form each time, and elicited loud applause from the grand stand. Midgely finished first on the first and second miles, and then McCune led at the third and fourth miles; then Midgely ran ahead, and won the race in 17.00.2-5, Campbell a close second. McCune and Hall were a way back.

John M. Stout then gave an exhibition of fancy riding on the Star. Stout is a deaf mute.

There were six entries in the two-mile race, 6.45 class. This was won by W. E. McCune, time 6.45 3-4, with Kenneth Brown second, and Frank M. Brinker third.

Much amusement was given the spectators by the comic act of M. B. Young as Pat Rooney in his first attempts at bicycle riding.

The one-mile "West End" club race was won by C. J. Iven, in 3.26, with C. J. Conolly second, time 3.28.

Midgely, Campbell, Hall, Pratt, Brown, Cochran and McCune were the entries in the three-mile handicap race. The last five were given a start of twenty seconds. Midgely won, with Cochran second and Brown third. Midgely's time was 9.22 1-2.

The one-mile open race between Midgely, Cochran, Campbell, and Pratt was won by Midgely in 2.44 1-2, Campbell second, time 2.48. This beats the best record made on the Rochester track.

The one-mile, Rover type, was won by R. S. Davis in 4.41 3-4, B. A. Pratt second, time 3.43. A consolation race, between H. H. Loder, C. O. Zeller and E. W. Budd, was won by Budd in 3.05, Zeller second.

NOTES.

It was a big day for Midgely and the Springfield Roadster. That "combination" worked to win in every race it started.

The West End Club acted the generous host to perfection. Barber's trick riding was a very taking feature.

A 200 yards foot-race was run between H. H. Loder, W. B. Young and C. J. Conolly. The last two got left, Loder winning in 26 seconds.

REMEMBER Hartford, September 12 and 13. See transportation notice in another column.

HUNTINGDON, PENN.

"SEE Rome and die" was a saying amongst the ancients, who, by the exercise of amazing talents, the outcome of the most arduous physical exercise, approached a civilization, we are told, far beyond that we have reached in this wonderful age even, but with all the glory and pomp of Rome, which, like the letter X, appears to have been an unknown quantity. We might safely vie with the ancient race, and exclaim, "Behold the Juniata Valley, and perceive the garden of the gods." Our backwardness in physical training, it is true, would not warrant our crossing issues with, or even claiming to be on a par with, the ancients; but for a small community, such as exists at this section, the centre of the Valley of the Juniata, we feel that we are entitled to some little credit as developing the spirit of true manliness, and the intuitive qualities of keen perception, which are the necessary outcomes of a judicious pursuit of the sport of cycling and kindred exercises.

The Juniata Wheelmen is a young association yet, having only been organized last May. It was the outcome of the suggestions of two active wheelmen, D. S. Drake and W. M. Tehan, who commenced operations with a view to bringing together all riders of the "noiseless steed" in the vicinity of the Juniata Valley, extending from Hollidaysburg in the west to Duncannon in the east. Lists of all the riders were obtained throughout the territory mentioned, and a close canvass showed that there were upwards of 150 active wheelmen within that space who had no permanent organization or club. With a view to creating favorable impressions amongst the citizens, a rigid code of honor was set forth, which prohibited a rider from trespassing on the sidewalk with his wheel, and required him to show a generous deference to horsemen when on the public highway, and to abstain from reckless riding along the well-kept streets of the borough. This code of honor has been steadily ob-

served. In some instances the riders of the mysterious circle have been the means of capturing runaways, so that by a good nature, the exercise of a quality of supreme patience, they have succeeded in creating a favorable impression, and have become a recognized body in the community.

A party of five took in the L. A. W. meet at Baltimore, in June last, consisting of E. E. Ellsworth, J. E. Patterson, D. S. Drake (Sec.), W. M. Tehan (Capt.), G. Ellsworth and A. C. Willison (Standard Bearer), making entire distance on the wheel, one of the number (Patterson) riding in two events on the track at the Arlington Park races. It will thus be seen that there is some go-aheadness in the ranks, and it would be strange if such grit did not arouse some amount of enthusiasm, even in the most indifferent locality, and the rural districts of Pennsylvania have a most uncharitable name for dogged conservatism that would have been a credit to even the most cherished institutions of the optimists; but something had to thaw, so the boys said, and the result was that the club captured a large number of the young braves of the town, enrolled them as members, and went forward to carve its own destiny; therefore it was no small day in camp when the first annual meet and road race, which took place on August 29 last. Wheelmen gathered themselves together from the surrounding districts, and were bold enough to essay riding into the quaint, historic town of Huntingdon a wheel. Some came on the cars, and hurled their bold anathemas at the Pennsylvania Railroad Co. for their greed in taxing them for conveying their wheels; but a ray of joy bespread their bronzed countenances when they read the order in the BICYCLING WORLD that the Pennsylvania Railroad had for once decided to move with the times, and forego all charges on the steeds of the men who intend to take in the Buffalo tournament in the early part of the ensuing month.

The occasion was auspicious in another way. On the same day the Tippecanoe Veterans held their parade, and they, having been invited to accompany the Young Men's Harrison and Morton Club to the Opera House, had engaged the City Band for the occasion, and very thoughtfully invited the Juniata Wheelmen to join their parade. The latter body of course sank all their political differences for the nonce, and knowing they would share in the benefits that bright music would inspire in their savage breasts, accepted the offer with much alacrity, going through the performance with a manliness of bearing that brought forth frequent outbursts of enthusiastic applause from the citizens, the good will of whom seemed to rise up in rolls on their faces, and recede like the surf on the briny. After the parade of the Tippecanoes, who had retired to the Opera House to hear a number of violent speeches as to the benefit to be derived from a heavy tax on that necessity without which a wheel cannot be made,—steel,—the wheelmen held a parade of their own, making a detour of the principal thoroughfares of the town, and catching the eyes of numberless pretty maidens, who had turned out, in spite of the sun's lurid rays, to view the procession of some fifty stalwart boys mounted on wheels of all makes, sizes and styles, from the safety up to the Star. A Club run out to Centre Union followed, a distance of five miles, and the road race consisted of the run back home. There were many starters, and the following managed to secure the places assigned to them here.

The distance was five miles, and the time made was as follows: J. E. Patterson (Williamsburg, Pa.), first, 20 min. 48 sec.; A. C. Willison (Cumberland, Md.), second, 23 min. 20 sec.; F. T. Purdue (Tyrone, Pa.), third, 24 min. Of the machines ridden, Patterson rode a Star, Willison a Springfield Roadster, while Purdue rode a Singer Challenge.

The road in question contains some respectable hills, such as



CUT THIS OUT and show it to your fellow wheelmen. It will not appear in every issue. Do you want a \$10.00 or \$5.00 Cyclometer? We will send you one Free, any make you desire, and this is the way we propose to do it: Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a \$10.00 Cyclometer. The numbers will be thoroughly shaken again, and a second number drawn, the lucky holder of which will secure a \$5.00 Spoke Cyclometer. Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it Free. Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman needs a luggage carrier. There is none equal to the "Ross Improved," fits either crank, Star or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes.

Carriers finely made and nickel-plated. Price only \$1.00. By mail \$1.10. In ordering be particular and state name of wheel and year of manufacture.

J. C. TRAVIS, Sole Manufacturer,

SUCCESSOR TO C. H. ROSS & CO.

P. S. All dealers should carry the "Ross Carrier" in stock. Send for descriptive circular and price.

15 Second Street, Albany, N. Y.

would prove offensive to the eye of the Washington cyclist after being used to a "Wheelmen's Paradise," but which, to the casual observer in this mountainous section, hardly serve to "point a moral or adorn a tale;" nevertheless, the time made was exceedingly creditable.

W. M. Tehan (Captain) acted as starter, D. S. Drake (Secretary) as judge, W. M. Graftins as referee, and Elmer Stewart as timer.

The prizes were distributed by Chief Burgess, John A. Port, who made an appropriate address, after which a most successful lantern parade was held, a detour again being made of the principal thoroughfares of the borough, eliciting frequent outbursts of applause from the enraptured citizens, who had never seen anything of the kind before. The lantern parade being over an ice cream festival was next in order, and a reunion of the wheelmen, when the usual buoyancy of spirit and intense hilarity, unaccompanied by what is known in Boston as "rowdiness," prevailed. The festivities were kept up until a late hour, and these being ended each man sought the seclusion of his own little bed, Huntingdon being a "dry" town and having nothing to offer in the form of "grape juice," whereby the faculties are sometimes impaired, and shows its result in such instances as a 6-7-8 cap absolutely refusing to cover a No. 7 head, although the owner affirms that said cap is his property and matches his suit.

All the way through it was a pleasant affair, free from accidents, and has done much good for the wheel, which will begin to show itself in the fall and early spring of next year. We are also sanguine that it will produce like results for the L. A. W., and bring into the fold of that institution a number of worthy men, who, if muscular force and bicipital capability go for anything, may be heard from later on.

W. M. TEHAN,
Captain, L. A. W. 18,704.

FAST time will be made at Hartford, September 12 and 13.

AN INGENIOUS INVENTION.

AN ingenious New England mechanic has invented a device for which he is about to apply for a patent. He has turned the "nickel-in-the-slit" idea to practical use in the letting of tricycles. He clamps his device to the axle, near the sprocket wheel. It is a small box of tricks, in the top of which is a slit large enough for a half dollar. Dropping a half dollar into this sets machinery in motion, which runs for an hour. At the end of this time a bolt shoots out and locks the sprocket wheel, and the machine will go no longer. Another half dollar gives another hour. The great objection to the thing, at present, is, that the bolt shoots out and stops the machine at once. This may occur in coasting a hill, or spurt and the unlucky rider may be made to shoot out from his saddle, but the inventor assures us that he will correct this by employing a core which will press slowly and steadily against the spocket, bringing the wheel gradually to a stand still. This little device will be a blessing to renters of machines. It will be ready for the market next year.

We desire to call attention to the advertisement of H. B. Smith Machine Co., giving a cut of their latest novelty, the "Star Safety," of which we shall give a description in an early issue.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - Room 27.
ABBOT BASSETT, Secretary.

AN attempt has been made by several cycling papers to make it appear that secret meetings were held in Room 213, of the Carrollton, at Baltimore, and that these meetings were in the interest of what is termed "the ring." It is very true that there were secret meetings in Room 213. Every standing committee that had any business to transact used this room. It is the fate of the Secretary to have his quarters used as a committee room at every gathering of the kind. The Reorganization Committee did meet there, and they did consult with the "Cabinet" concerning the changes proposed in the new Constitution. They heard Louisiana and the smaller States and they made the changes asked for. They even discussed Mr. Shriver's proposed amendments but the Cabinet was against all of them. Let it be known that the Cabinet is composed of the officers and the chairmen of the Standing Committees. This body has no power to act, but as it is generally composed of the representative men of the League it is consulted in all important work. Did anybody ever hear of a large organization in which the few did not work while the many shirked? It is an undoubted truth that the workers of the League are not numerous. They may indeed constitute a ring, but if the ring serves the best interests of the League, who shall condemn it. That the rank and file have confidence in the leaders of the League is attested by the fact that they are elected each year without contest. The Cabinet idea is a good one. It brings the best men of the League together for consultation. If it results in a "ring" it still can well exist until ring rule proves detrimental to the best interests of the League.

To the Board of Officers, Massachusetts Div.
There will be a meeting of the Board at Young's Hotel, Boston, on Saturday evening, Sept. 15. Dinner will be served at 7:30 P. M. Yours truly,
H. W. HAYES, Chief Consul.

Connecticut Division Board of Officers Meeting.
A meeting of the Board of Officers of this Division will be held on the evening of September 12th, 1888, at 8 o'clock in the parlors of the Connecticut Bicycle Club, Hartford, for the purpose of electing delegates.
E. A. DE BLOIS, Sec.-Treas.

New Jersey 5th Annual Meet.

The 5th annual meet of the New Jersey Division will be held at Orange on Friday and Saturday, September 21st and 22nd. The races will be held at Roseville on Friday afternoon. There will be a lantern parade in the evening, the business meeting will be held in the forenoon of Saturday and a hill climbing contest and runs in the afternoon, to conclude with a Jersey Smoker in the evening.
J. H. COOLEY, Chief Consul.

New Jersey Road Book Notice.

In answer to the many inquiries for the new Road Book, will say that it is to be published by the Pennsylvania Division and we have an agreement with them by which they are to supply our needs. Last January I was informed by Mr. Wells, a member of the publishing firm having it in charge, that they should go to work upon it at once and expected to have it out by the time the riding season opened.

It has not yet appeared, but the members of this Division may rest assured that as soon as it comes to hand it will be forwarded to them without delay.
J. H. COOLEY, Chief Consul.

Pennsylvania.

Will you kindly notify the members of the Pennsylvania Division, L. A. W. that owing to the failure of other interested State Divisions in coming forward to help publish the Road Book, that it is impossible at present to state when it will be sent out. Also that every member of this Division will receive a book free, when same is ready. Respectfully,
GEO. A. JESSUP,
Chief Consul Penn. Div. L. A. W.

New York—Return of Votes, Election 1888.

For Chief Consul.						
Districts	1	2	3	4	5	6 Total
*G. R. Bidwell	105	85	20	45	50	362
G. G. Teller	1	1	1	1	1	5
E. K. Austin	1	1	1	1	1	5
Blank	11	1	1	1	1	15
Total vote	117	87	22	48	52	326

For Vice Consul.						
Districts	1	2	3	4	5	6 Total
*W. S. Bull	104	88	20	45	50	307
Joshua Reynolds	1	1	1	1	1	5
Blank	11	1	1	1	1	15
Total vote	116	89	21	46	52	324

For Secretary-Treasurer.						
Districts	1	2	3	4	5	6 Total
*G. M. Nisbett	104	85	20	45	50	304
Blank	1	1	1	1	1	5
Total vote	105	86	21	46	51	309

For Representatives.						
Districts	1	2	3	4	5	6 Total
First District—*J. M. Shaw	105					105
*J. C. Gulick	105					105
*J. M. Warwick	105					105
*W. H. De Graaf	104					104
*H. E. Voorhis	103					103
Blanks	3					3
Defective ballot	1					1
Second District—*C. C. Alden	81					81
*H. Greenman	87					87
*B. Potter	85					85
*F. W. Loucks	85					85
*M. L. Bridgman	90					90
Joseph Manne	36					36
C. Schwallbach	2					2
W. J. Gillilan	4					4
G. M. Halsey	4					4
W. E. Fuller	1					1
John L. Shepherd	4					4
A. W. Caswell	1					1
Robert Hibson	1					1
Blank	4					4
Defective	3					3
Third District—*James R. Knowlson	20					20
*Joshua Reynolds	20					20
*Fred Brigham	33					33
*Allen G. Wood	43					43
C. W. Wood	12					12
Fifth District—*H. C. Spaulding, Jr.	56					56
*I. Reynolds Adriance	59					59
*H. T. Appleby	49					49
*E. B. Graves	50					50
*G. E. Blackham	50					50
J. R. Williams	1					1

For Representatives.		
First District—	*I. M. Shaw.....	10
	*J. C. Gulick.....	10
	*M. Warwick.....	10
	*W. H. De Graaf.....	10
	*H. E. Voorhis.....	10
	Blanks.....	1
	Defective ballot.....	1
Second District—	*C. A. Alden.....	8
	*H. Greenman.....	8
	*J. B. Potter.....	9
	*W. W. Loucks.....	8
	*M. L. Bridgman.....	9
	Joseph Manne.....	3
	C. Schwalbach.....	3
	W. J. Gilfillan.....	1
	G. M. Hansey.....	1
	W. E. Fuller.....	1
	John L. Shepley.....	1
	A. W. Caswell.....	1
	Robert Hibson.....	1
	Blank.....	1
	Defective.....	1
Third District—	*James R. Knowlson.....	2
	*Joshua Reynolds.....	2
Fourth District—	*Fred Brigham.....	3
	*Allen G. Wood.....	4
	*C. W. Wood.....	1
Fifth District—	*H. C. Spaulding.....	5
	*George H. Harniss.....	5
Sixth District—	*H. T. Appleby.....	5
	*F. B. Graves.....	5
	*G. E. Blackham.....	5
	J. R. Williams.....	1
Second District—Votes Not Dated.		
Chief Consul—	G. R. Bidwell.....	7
	Blank.....	1
Vice Consul—	W. S. Bull.....	3
	Blank.....	1
Secretary—	G. M. Nisbett.....	3
	Blank.....	1
Representatives—	C. C. Alden.....	9
	Joseph Manne.....	3
	H. Greenman.....	1
	I. B. Potter.....	1
	F. W. Loucks.....	1
	M. Bridgman.....	1

*Elected.
Votes cast later than Aug. 15, and therefore rejected, without affecting the result of the ballot, 140.
The above returns are correct.
(Signed) E. J. SHRIVER,
Secretary Treasurer pro tem.
Correct: W. M. W. SHARPE,
JOHN R. BLAKE (Acting),
Rights and Privileges Com.

Kansas Election.

We, the undersigned, have carefully counted and examined the mail votes for changing Sect. 1, Art. II, of By-laws Kansas Division and election of Officers; certify this correct:

In favor of change		81
Against		1
For Chief Consul.		
W. C. Bradley of Ottawa	15	
A. J. Henly, Wichita	49	
C. S. Davis	6	
J. H. Everest	2	
For Vice Consul.		
C. S. Davis, Junction City	50	
W. C. Bradley	2	
W. Taylor	3	
H. S. Hale	1	
C. W. Chandler	1	
J. H. Everest	1	
For Secretary-Treasurer.		
Otto H. Wulfeckuhler, Leavenworth	52	
Phil. Brown, Ottawa	16	
C. N. Brown	2	
For Representative.		
W. Taylor, Topeka	57	
E. W. Bowles	5	
J. H. Everest	1	
H. S. Hale	1	
P. B. Pulsifer	1	
I authorize the above report, J. H. EVERETT, Chief Consul.		
F. C. MORROW, No. 689,		
HENRY FLYNN, No. 686,		
OTTO H. WULFECKUHLER, No. 697,		
Sec. Treas. Kansas Div. L. A. W.		

Mail Vote in Maine.

The vote for Chief Consul, Vice Consul and Representative of the Maine Division, L. A. W., will close Sept. 15. The Portland Wheel Club have made the following nominations, which have been ratified by several other clubs in the State: For Chief Consul, Dr. G. E. Dow of Portland; Vice Consul, C. D. Batchelder of Sanford; Representative, James O. Whittemore of Fairfield. The result of the vote will be published in the Bulletin. A. L. T. CUMMINGS, Sec. Treas.

Bildeford, Sept. 5.

Michigan Division Elections.

A quorum of the Returning Board not being present on the evening of the 13th August, adjournment was made until the 17th, when there were gathered Chief Consul J. H. Johnson, Secretary-Treasurer J. E. Beal, F. C. Blodgett, P. H. Jacobsen (representing C. A. Lightner) and T. J. Kirkpatrick (representing C. B. Hastings); 286 votes were legally cast, as follows:

Vote for Chief Consul.		
*A. B. Richmond, Grand Rapids	153	
B. J. Holcomb, Detroit	132	
C. A. Lightner	1	
Vote for Vice Consul.		
*Wm. Seyffardt, East Saginaw	286	
Vote for Secretary-Treasurer.		
*C. A. Conover, Coldwater	147	
A. F. Peck, Detroit	138	
Vote for Representatives.		
*J. E. Beal	286	
*H. A. Snow	148	
George W. Eddy	138	
JUNIUS E. BEAL,		

Secretary Mich. Div. L. A. W.
At the Grand Rapids meet, held Aug. 18th, the Division dues were fixed at \$1 per year. It was resolved to charge 50 cents for the Road Book on hand, and a committee was appointed to solicit subscriptions for the L. A. W. All transportation lines in Michigan were reported as carrying wheels free when accompanied by owner. President Kirkpatrick attended the meet.

Report of the Secretary-Treasurer.
To the Members of the Michigan Division, L. A. W.: The Division has had the most prosperous year since its formation. From a good sized indebtedness we have come to a surplus, and no bonds to buy, even at a premium. During the fiscal year from July 7th, 1888, to date of Ann Arbor meet, we have received from the L. A. W. Treasurer, from Road Book account, and receipts from ads. in the Meet programme, \$450.10. We have paid out for printing Road Books, Meet programmes, circulars and postage, \$442.82, leaving a balance in our favor of \$7.28. In December the Secretary-Treasurer advanced the Division \$75. That has been paid, and we owe no man a cent.

As to resources, we have twenty Road Books with their plates, etc., and a goodly amount due us from the L. A. W. Treasurer for dues this quarter.

In closing this report the Secretary-Treasurer wishes to express his acknowledgment of the uniform cour-

tesy and kindness of the members toward him during the three years in which he has been honored by your support in that office of considerable work and small pay. Respectfully submitted, JUNIUS E. BEAL.

Ohio Election.

The report of the committee appointed by me to canvass the vote for your officers for the year beginning September 1, 1888, is before me, and I hereby officially announce the election of the following:

T. J. Kirkpatrick, Springfield, Chief Consul.
 Fred J. Boice, Toledo, Vice Consul.
 Joseph W. Spahr, Springfield, Secretary-Treasurer.
 A. E. Mergenthaler, Fostoria, Representative.
 Marcus Moses, Gallipolis, Representative.
 Dr. C. H. Griffin, Ravenna, Representative.
 E. R. Eastman, Ottawa, Representative.
 W. P. Harmony, Sidney, Representative.
 H. B. Ham, Marion, Representative.
 M. A. High, Cincinnati, Representative.
 JAMES R. DUNN, Chief Consul.

Missouri.

I have this day appointed the following Local Consuls, viz.: Kirksville and vicinity Dr. G. A. Sparling, Kirksville, Mo. Lancaster and vicinity H. A. Miller, Lancaster, Mo.
 Yours truly,
 W. M. BREWSTER, C. C.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated:

Plainfield Bicycle Club, Plainfield, N. J.—Frank L. C. Martin.
 Detroit Bicycle Club, Detroit, Mich.—Clarence H. Smith.
 Illinois Cycling Club, Chicago, Ill.—A. J. Street, E. J. Roberts, C. B. Gibson.
 New York Bicycle Club, New York City—E. J. Shriver, J. M. Audriani.

Transportation.

Santa Fe Road.

Rule No. 37 in book of instructions to train baggage-men of the Santa Fe Route, dated April 20th, 1888, reads as follows: Bicycles will be carried free when the owner is a passenger on same train and holds proper transportation. They may be checked locally or between points on the Chicago, Santa Fe and California Railroad, Atchison, Topeka and Santa Fe Railroad, Atlantic and Pacific Railroad, or California Central or California Southern Railroad, at owner's risk of loss or damage, but only one bicycle for any one passenger. Baggage-men may collect 25 cents for 25 miles or over, but no more than 25 cents will be collected for one baggage-man's run. The above covers Santa Fe lines in Illinois, Iowa, Missouri, Kansas, Indian Territory, Colorado, New Mexico, Arizona and California.

Boston and Albany Railroad.

Under date August 15, 1888, the Boston and Albany Railroad issue following circular: Upon receipt of this, Rule No. 9, Book of Rules and Regulations, No. 5, for the government of train and station baggage-men, relative to transportation of bicycles, will be changed to read as follows: Bicycles will be received and forwarded in baggage cars at the rate of 25 cents each for distance of 25 miles or less, and for longer distances at the rate of one-half cent per mile. The clause relative to tricycles will still remain in force. By the above, the Boston and Albany makes a reduction from its former charge of one cent per mile.

Fitchburg Railroad.

The Fitchburg Railroad transports bicycles free in baggage car when accompanied by owner and at owner's risk. A paper releasing the railroad company from claims in case of loss or damage, is required to be signed in depot baggage room before starting.

The Indiana and Western Railroad.

This road has recently been changed in name, from the Indiana, Bloomington and Western Railroad. Changes in management have also occurred and train baggage-men are taking advantage of the situation by exacting charges. Until a new arrangement can be effected with the new management, wheelmen had best take other lines.

B. B. AYERS, Chairman,
 Chicago, August 22, 1888.
 John D. Lamont of Chatham, Ont., returned from State meet at Grand Rapids, Mich., August 20. His bicycle was broken by baggage-master of the D. G. H. and M. Railroad, apparently on purpose because no fee had been paid. Bicycles on this road are carried free at owner's risk of damage but if a baggage-man intentionally injures a wheel he should be discharged or pay the damages out of his own pocket. The matter is referred to the Michigan Division to adjust with the D. G. H. and M. Railroad and if assurances cannot be obtained that wheels will be located carefully, wheelmen are advised to use other lines, notably the Michigan Central, which road guarantees the most careful handling of bicycles, and reaches all prominent Michigan points.

Mr. Chas. A. Gareis, of Baltimore, travelling from Atlantic City to Philadelphia, August 17th, via West Jersey Railroad was charged 75 cents for his bicycle. The baggage-master was authorized to charge only one-half cent per mile, minimum charge 25 cents. As no receipt was taken there is nothing on which to take up the overcharge. Wheelmen are requested to secure receipts from baggage-men whenever excess charges are enforced. It is only on such evidence as this that correction can be made.

Chicago, August 28, 1888.

Kentucky.

I have mailed the Recruiting Circular to members of this Division. Those who receive it will confer a favor and help the cause by distributing same among unattached riders.

Ed. H. CRONINGER, Chief Consul.

West Virginia.

I have this day appointed C. G. Dunbar to be Consul at Parkersburg, West Virginia.
 Fraternally yours, H. P. WILKINSON.
 Chief Consul, W. Va. Div. L. A. W.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 155—Total 51—11,283.

BOSTON, Sept. 7, 1888.

ALABAMA—1—14.

Unattached.

20526 Jones, W. H., Sheffield

CALIFORNIA DIVISION—3—34.

Los Angeles Wheelmen.

20518 Brace, W. H., 16 West 3rd st., Los Angeles

20519 Whomes, Geo., Main st., "

Pasadena Cycling Club.

20520 Simpson, Geo. A., Pasadena

CONNECTICUT DIVISION—5—452.

Stamford Wheel Club.

20496 Jessup, N. R., Stamford

20497 Parsons, F. C., "

Unattached.

20494 Ringer, A. F., Falls Village

20495 Morris, S. W., "

20535 Loomis, Henry W., 339 Orange st., New Haven

DISTRICT OF COLUMBIA DIVISION—2—151.

Unattached.

20521 Clapp, H. M., 1416 Corcoran st., Washington

20510 Curry, E. E., 625 A st., N. E. "

ILLINOIS DIVISION—4—702.

Illinois Cycling Club.

20511 Ambler, F. W., Jr., 1066 W. Monroe st., Chicago

20527 Butten, Chas. E., 744 W. Van Buren st., "

20528 Durkee, Geo. B., 296 Hermitage ave., "

Unattached.

20502 Walter, B. F., Maroa

INDIANA DIVISION—1—192.

Unattached.

0529 Williams, Wm. R., Economy

KANSAS DIVISION—2—146.

Unattached.

20523 Page, O. F., Emporia

20522 Page, J. B., "

KENTUCKY DIVISION—1—87.

Unattached.

20530 Sawyer, Henry W., Frankfort

MAINE DIVISION—2—133.

Unattached.

20498 Chandler, Fred W., 103 India st., Portland

20499 Dunlap, C. Archer, Box 898, "

MARYLAND DIVISION—2—445.

Centaur Cycle Club.

20538 Keys, J. Walter, 241 S. Bond st., Baltimore

Unattached.

20539 Dresel, A. F., Box 122, Baltimore

MASSACHUSETTS DIVISION—2—1196.

Unattached.

20540 Richardson, E. E., Attleboro

20531 Nichols, Chas. R., 40 Clifford st., Roxbury

MICHIGAN DIVISION—1—340.

St. Johns Bi. Club.

20536 Fitzgerald, H. H., St. Johns

MINNESOTA DIVISION—3—109.

Minneapolis Bi. Club.

20512 Douglas, R. A., 319 Nic. ave., Minneapolis

20513 Monash, Will, 209 5th ave., N. "

Unattached.

20537 Gregory, E. S., Winona

MISSOURI DIVISION—1—331.

St. Louis Cycle Club.

20517 Hart, J. W., 1622 Carroll st., St. Louis

NEW JERSEY DIVISION—3—704.

Essex Bi. Club.

20532 Robertson, J. Albert, 33 Wright st., Newark

Unattached.

20541 Stryker, S. D., 176 N. 6th st., "

20503 Crosby, Henry C., 92 Wash. st., Patterson

NEW MEXICO—1—3.

Unattached.

20504 Logan, L. C., Watrous

NEW YORK DIVISION—7—2351.

N. Y. Bi. Club.

20505 Cambreleng, S. P., 1065 Park ave., New York

20506 Roy, Wm. H., 118 Nassau st., "

20507 Taylor, H. C., 26 West 52nd st., "

20508 Westbrook, John J., 542 Broadway, "

Unattached.

20533 Flach, E. T., 466 Oak st., Buffalo

20500 Fanning, W. E., Croton Falls

20542 Gruppe, Chas. P., 109 Gregory st., Rochester

OHIO DIVISION—1—591.

Unattached.

20514 Rehmann, J. F., East Palestine

PENNSYLVANIA DIVISION—6—1411.

Bradford Wheelmen.

20515 Scheanck, Chas. E., Bradford

Erie Cycling Club.

20524 Brevillier, Frank A., 121 East 10th st., Erie

Philadelphia Bi. Club.

0543 Haines, Wm. A., Box 720, Philadelphia

Wellsboro Wheelmen.

20509 Sweet, C. A., Wellsboro

Unattached.

20525 Marks, M. M., 806 State st., West Chester

20534 Hoopes, C. R., Box 11, "

RHODE ISLAND DIVISION—1—243.

Unattached.

20501 Bourn, W. C., 35 Dover st., Providence

TENNESSEE DIVISION—1—59.

Clarksville Cyclers.

20544 Lytle, Geo. W., Clarksville

WEST VIRGINIA DIVISION—1—37.

Wheeling Wheelmen.

20516 Gundling, L., 1505 Chapline st., Wheeling

The ♦ New ♦ Star ♦ Safety ♦ Bicycle

With 39-inch diam. Driver and 24-inch diam. Steering Wheel.



Its advantages are many. The Best of all Hill Climbers. Speedy on the road. Easy learning and comfortable riding. Intending purchasers will do well to try this wonderful little machine.

FOR CATALOGUE AND PRICES ADDRESS

H. B. Smith Machine Co.,
 MANUFACTURERS OF STAR BICYCLE,
 SMITHVILLE, N. J.

AS USUAL, COLUMBIAS.

Cheltenham Beach, Chicago, Aug. 25, 1888,

10 OUT OF 12

events, including the 1 and 2 mile State Championships, won on COLUMBIAS.

New Castle, Pa, Aug. 30, 1888,

8 OUT OF 11

events won on COLUMBIAS.

THE FAMOUS, STAUNCH, RELIABLE
Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.



\$1.00 a Year.
5 cents a copy.

BOSTON, 14 SEPTEMBER, 1888.

Volume XVII.
Number 20.

There's Nothing Surprising in That!

Being mounted on "VICTORS," they couldn't help getting there first. It was at Buffalo, and the field of starters that turned up for

The Bi. World 100 Mile Road Race

was a great one, and no mistake.

There were flyers from all over the country, and all "loaded for bear."

In the bunch were Frank M. Dampman, of Honey Brook, Pa., and B. Frank McDaniel, of Wilmington, Del., mounted on their regular Victor Light Roadsters—regular in every respect.

Well, it was a race from start to finish, and the above-named gentlemen finished first and second, respectively. Only three others finished at all, and Two of these also rode "VICTORS."

All the principal road races for the past four years—Clarksville, Crawfordsville, Big 4, Boston 100 miles, etc., etc.—have been won on "Victors." That's why there's nothing surprising in the returns from Buffalo.

It's a pretty good score. We don't care for third place when we can have first and second, and four out of five at the finish.

Probably you have heard it remarked that "VICTORS"

Were Built to Ride!

This has become a matter of history.

OVERMAN WHEEL CO., Makers, Boston.

Catalog Free.

The Amateur record for 100 miles is held by the "Victor Light Roadster,"

SPECIAL.

All Advertisements in this Department 20 cents a line.

FOR SALE—New Wheels at big discounts—52-inch Victor Roadster; 54-inch Victor Light Roadster; 52-inch New Mail; 51-inch Special Star; No. 1 Springfield Roadster; No. 2 Springfield Roadster. Write to us. WELCH & ROGERS, Bainbridge, N. Y.

FOR SALE—New Columbia Light Roadster Tri-cycle, \$125. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write C. H. METZ, Utica, N. Y.

FOR SALE—One Lady's Columbia Two-Track Tricycle; one 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address PALLISTER BROS., Ootumwa, Iowa.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in "The Wheel," or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 10 Crown st., New Haven, Conn.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,
CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their setting out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl St., Boston.

THE NATIONAL A HIGH GRADE BICYCLE



REPAIRING

Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave.,
BOSTON, - - MASS.



L. A. W. BADGES,

For Gold Pins of the Official

Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 650 Broadway; G. R. Bidwell's, 313 West 8th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BEFORE BUYING,

SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

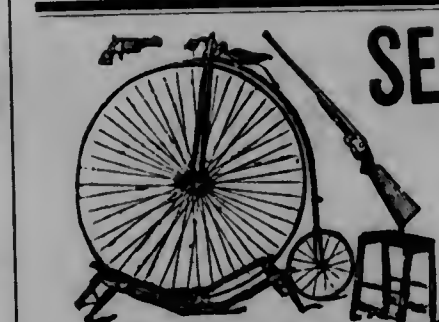
SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

READ THIS!!!

D. W. L. BATTLES,
Dentist,
Union Block, GIRARD, Pa., Aug. 16th, 1888.

L. H. JOHNSON, Esq.:
Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning. I am well pleased with it, as it fully comes up to my expectations. Yours very truly,
W. L. BATTLES, D.D.S.

FULL LINE OF SPECIAL BARGAINS

In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

LLEWELLYN H. JOHNSON,

401 and 403 Main St., - ORANGE, N. J.
Telephone 98.

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents.

—FOR—

15 cents per copy; 7 copies for \$1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl St., Boston.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

STAR FOR SALE—\$3 pattern, 48-inch Special enamel finish, balls to front wheel, hollow handle bars, spade handles; in excellent condition. Price \$75. A. B. SCHNEIDER, 54 W. 9th st., Canton, O.

'88 RUDGE BICYCLETTE; shows little wear: for sale cheap. W. M. WOLFE, Hagers-town, Md.

WANTED—Cheap Coventry Rotary, single or tandem. A. O. DOWNS, Charlevoix, Mich.

BARGAIN—Columbia Two-Track Tricycle, \$75.00 cash. C. A. DIMON, 1613 Chestnut st., Phila.

\$85 TAKES my '88 pattern 52 inch Rudge Light Roadster; machine good as new; it's dirt cheap for someone. C. W. FUNSTON, Bloomsburg, Pa.

FOR SALE—A 50-inch Volunteer Columbia; in first class condition; ridden only 3 months. \$80 cash takes it. Ball bearings all round. M. H. DAVIES, Bala, Kans.

L. A. W.
Attention.

SEND 2 CENT STAMP

—TO—

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest illuminated Calling and Address Cards published in L. A. W. design.

Bicycle clubs or club members desiring cards with fac simile of club badge or of any particular design should write for estimates, as we are prepared to do work at lowest possible price. Agents Wanted.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl St., Boston.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition, 50 cents. For sale by Bicycling World Co., 12 Pearl St., Boston.

Jersey-Fitting Underwear.

This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them.

Price \$1.00.

Will send by mail on receipt of price. Send size of Waist and Hip.

Manufactured by

HOLMES & CO.,
17 Kingston St.,
Boston, - - Mass.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers this book free on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - MASS.

Send 6c. for 20 Samples and rules for

Buy no more Ready-made Clothing. Send for samples, light or heavy weight, make your own selection, take your measure by our simple rules, and order a pair of our Celebrated **33 Custom-Made Pants**, or finer goods if you desire.



A pair of *Pant Stretchers* will be given to each purchaser, if mention is made of this paper.
BAY STATE PANTS CO., Custom Clothiers
34 Hawley St., Boston, Mass.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha. Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

SAFETY INDISPENSABLE. By Henry Sturmev. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl St., Boston.

CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a future in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl St., Boston.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmev and C. W. Nairn. \$2.50 per year, including postage.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl St., Boston.

TO THE FRONT AGAIN. Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.
L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.
L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.
J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,
No. 9 Cornhill, Boston, Mass.



MR. WILLIAM MURPHY,

OF THE

Kings County Wheelmen, of Brooklyn,

Rode * a * NEW * MAIL,

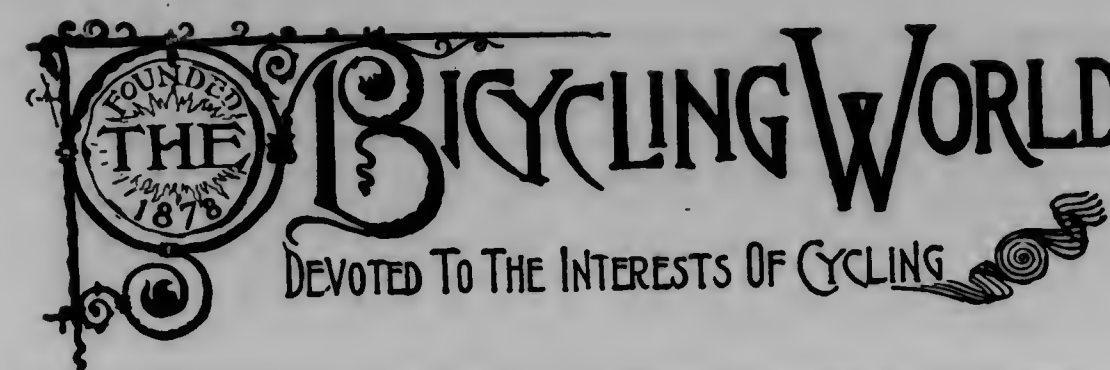
With Trigwell's Ball Head,

1,218 MILES IN JUNE, ON THE ROUGH LONG ISLAND ROADS.

He Says the Wheel is an "Easy Runner."

Why don't you Exchange your old wheel for a NEW MAIL?
Now is the time. Write us.

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ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 14 SEPTEMBER, 1888.

THAT the Buffalo meet has not been the great and unqualified success that all well-wishers of the management and lovers of the sport had hoped, cannot be gainsaid. The cold weather and the poor condition of the track had much to do with the unsatisfactory results. The accident to Van Sicklen, who at this writing, is not pronounced out of danger, cast a damper over the usual good spirits of the cyclists present. Another factor is the general feeling of dissatisfaction was that most decided friction existed between members of the professional fraternity as to the decisions rendered in several disputed cases. We were several hundred miles away from Buffalo and so cannot give our views on the justice of the decisions. We think, however, that the charge made by aggrieved men that justice was not meted out because that certain manufacturers were represented on the Board of Officers, is hasty, and one that will scarcely bear the close scrutiny of unbiased investigation. As we were advised that the dissatisfaction was chiefly because of the appointment of H. D. Corey as one of the judges. We communicated with Mr. Corey and received the following reply which speaks for itself.

BOSTON, Mass., September 12, 1888.

Editor Bicycling World: I am very sorry that Manager Morgan objected to my acting as judge at Buffalo and must object to his statement that I favored Rowe in two of the close finishes. The fact of the matter is, that I was not serving during the first day's races, the judges being Messrs. Bidwell, Luscomb and Bull. On the second day, hearing of Mr. Morgan's dissatisfaction at a member of the Trade being an official, I asked Mr. Ducker to take my place in the professional races, which he did, and the decisions given were the unanimous opinion of Messrs. Ducker, Luscomb and Pyne, together with referee Merrill. It will be seen from the above that I had nothing to do with judging the professional races nor did I act

in any capacity whatsoever, when they were taking place, but even if I had done so it would hardly have been possible for me to have persuaded the other two judges and referee that my decision was infallible. Yours very truly,
H. D. COREY.

FROM WASHINGTON C. H., OHIO.

HAVE we been mistaken in stating that in the suburbs of Boston is found the wheelman's Paradise? Sometimes we think so when we read such communications as the following, received and dated Washington C. H., Ohio:

"The wheel has a great many admirers here. We have some of the finest roads in this county (Fayette) that ever a wheel was ridden over. We have hardly missed a Sunday (since the spring opened) taking runs of 50, 75 or 100 miles. Good road to Dayton, 50 miles; excellent road to Springfield, 40 miles; good road to Columbus, 38 miles; and to Chillicothe, 35 miles. One of our riders (Hartman) made a trip of 800 miles through Indiana and Illinois to Peoria. He is glad to say that the wheelmen he came in contact with showed him excellent treatment; gave him the route, told him all about the roads, etc., excepting that at Crawfordsville, Ind., some one had the kindness to tell him he had "better ride between the railroad tracks when he reached Wayne Town." Just a sly way of telling him to take the train; well, he got through all the same. The fast men of this locality are Hegler and Hartman. Hegler rides a 57-inch Light Roadster Columbia; Hartman rides a 52-inch Victor. They are terrors to the rest of the boys on the road. Below I give account of recent races. August 29, two-mile, for championship of Fayette County—D. H. Hegler, first; F. M. Hartman, second; Dug. Knight, third; time, 6.35. August 30, half-mile open—F. M. Hartman, first; Dug. Knight, second; Seelig, third; time, 1.36. One-mile open—L. B. Perin, Cincinnati, O., first; D. H. Hegler, second; F. M. Hartman, third; Dug. Knight, fourth; time, 3.04. Two-mile open—Morris Greenwood, Cincinnati, first; D. H. Hegler, second; F. M. Hartman, third; time, 6.51.

"Novis Homo."

"SPARROW'S" CHARGE VS. C. C. WELCH VIGOROUSLY REFUTED.

THE committee of the Bay City Wheelmen to whom was referred the matter herein below set forth, with instructions to take such action as might seem advisable in connection therewith, offer the following:

Resolved, That the Bay City Wheelmen, the largest wheel club west of the Mississippi River, the club in whose rooms the League of American Wheelmen in California was first organized, and which has given to the Division its first Chief Consul, two Secretaries-Treasurers, and its present chief officer, hereby emphatically protest against the article signed "Sparrow," appearing in the BICYCLING WORLD AND L. A. W. BULLETIN of August 17th, as representing the sentiment of the members of the League of American Wheelmen in California.

That the malicious and cowardly attempt to falsely represent the retiring Chief Consul of California before the wheelmen of the country merits the contempt and scorn of every decent man.

That Robert M. Welch, the first Chief Consul of California, who now retires after two years and a half of active service, for his successful effort in establishing on these distant shores of the Pacific, a powerful and wealthy Division of the League of American Wheelmen, deserves the gratitude and consideration of that body at large, as he already enjoys the friendship and esteem of the wheelmen of California.

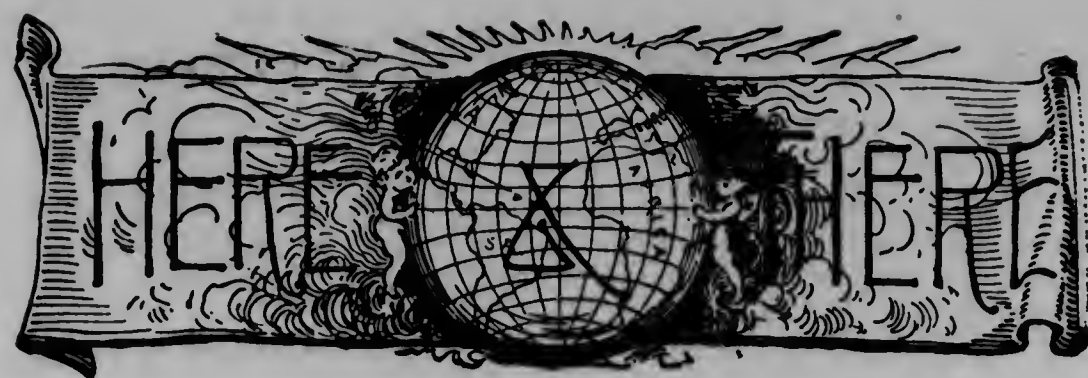
That we have every reason to believe and do believe that "Sparrow" is the same individual, who being sent to Stockton on behalf of a San Francisco daily paper to report the annual Division meet, grossly attacked the judges for their decision in the one-mile State championship, and subsequently in the papers of the city charged them with being corrupted by persons having money staked on the result.

We further believe him to be the author of the overdrawn and in many respects untruthful article signed "Achorne," also appearing in the WORLD AND BULLETIN, regarding the behavior of wheelmen at the Stockton meet. We therefore warn the editor of the WORLD AND BULLETIN against this correspondent as a forerunner of discord and one utterly unworthy of confidence.

CHARLES C. MOORE,
ROBERT A. SMYTH,
J. E. BAUER. } The Committee.

San Francisco, Sept. 2d, 1888.

[We have a dozen letters from members of the California Division protesting against the charge made by our correspondents vs. Mr. Welch. As the above letter voices the sentiments of our other friends, we trust they will excuse us for not printing the letters they so kindly sent us.—ED.]



PORKOPOLIS NOTES.

"STAR."

better class of wheelmen present that at least a score of them were heard to declare that they had had about enough "combined meet" to last them till the next century.

ONLY one hundred League members in this city! This number could and should be doubled before the close of the season.

SOME one has suggested a road race between the "Duke" and Dr. Green, in order to determine the respective merits of those inveterate scorches.

DURING the winter of 1884-5 an enthusiast asserted that, on account of the social features, the roller skating fever would last longer than the bicycle "craze." That was a pretty bad guess, was it not?

FRANK HEIDKAMP, who has had an extra saddle placed on the frame of his safety for the benefit of his two-year-old nephew, is often seen riding up Gilbert avenue and through Eden park, with his little charge, at a pace that would test the powers of a veteran, and yet he will not attend a club run for fear he cannot keep up.

To test the right of the Cincinnati and Covington Suspension Bridge Co. to discriminate against wheelmen, Mr. R. C. Taylor, of the Kenton Bicycle Club, attempted to ride across on Sunday, Sept. 2, and was arrested. At the trial on the following day before the Mayor of Covington, Mayor Athey decided that whilst the demands of the cyclists seemed reasonable, a test case could only be made in a higher court. He therefore filed the charge against Mr. Taylor, who now threatens the Bridge Co. with a suit for damages.

To think that Wm. Miller, who recently so handsomely entertained his fellow club members at his country seat, and whom they have always regarded as a model of decorum and dignity, that he should have been caught in the act of tearing out the front of a house on the Independence pike is almost beyond belief; but stranger still is the report that when the irate inhabitant, armed with a double-barreled shot-gun, rushed out to demand redress, the imperturbable William simply bent on him a look of supreme contempt that almost paralyzed the brawny rustic, for he immediately retreated the way he came and a moment later was heard bolting and barring the door.

A GOOD story is told on the winner of the "heat" race at the late Carthage fair. On a day when the thermometer stood at 100 degrees in the shade he started out with a fishing party to walk to the Little Miami. A mile of the way lay through a luxuriant corn-field, and when the "will"-ful young man emerged from this "green wood" he was almost ready for the coroner. He succeeded, however, in reaching the fishing ground, where he amused himself by throwing mud at the bait of the others till they threatened to throw him into the river, so he started to walk home via the Columbia pike. He says he was so weak when he reached the almost perpendicular hill at St. Keck's that, fearing he would faint before reaching the top, he ran (?) up, and did not stop till he fell exhausted at the door of a certain veteran, whose lovely daughter took him in and cared for him. He was so ill that he was obliged to remain there for several days.

SCORCHING and long runs are the fatal mistakes of a number of our local clubs. Our highways are, with few exceptions, hilly—some exceedingly so—and not always in the best condition, and the man of sedentary habits, who can only ride once a week, is very foolish indeed to attempt to scorch for fifty or seventy-five miles over such roads, for he will be exceedingly fortunate if, on account of this severe and unusual strain he gets off with simply a liberal supply of liniments and porous plasters. In this way many quiet,

conservative and desirable members are either driven away from or prevented from joining the various clubs, and even to those able to endure the strain it begins in time to be work, and they gradually grow tired and indifferent. Again, what pleasure can there be in a run where the riders are strung along the road for ten miles? Does not this account for the poorly attended runs of the Avondale, Newport, Brighton, Kenton and other clubs? Would it not be better to follow the example of the C. B. C., whose runs, seldom long and never scorches, are so well attended?

SYRACUSE.

"SALINA."

dozen riders our salty city is falling into line, and several of our best ordinary men will undoubtedly be seen next year on the "two little wheels."

EVERY meeting sees new men elected to our club membership. May the good work go on, for increased membership means increased activity.

A LARGE photo. of the Baltimore meet now decorates our club (the Syracuse Cycle Club) rooms. It is tastily framed, thanks to Bugler Yale, and makes a decided acquisition to our collection of pictures, paintings and bric-a-brac.

"CHUCK" Truesdell polished up his bugle before going to Buffalo, and said he would blow Buffalo full of salt atmosphere. "Chuck" recently captured a "dickie" bird, and after mounting it, presented it to the club. An appropriate poem accompanied the gift.

OUR "Bill" Nye has ridden a "little bit" this summer. He has wheeled through the southern part of the State, and he turned up at Buffalo to swell the Saline ranks. "Bill" is a jolly good fellow, and may be seen almost any day, on his 54-inch Apollo, making tracks for the country, where he has lots of lady friends. He is another possible safety rider.

CAPTAIN CHAPIN is a road rider of no little ability. On several occasions he has given us a sample of his staying powers, notably his ride from here to Auburn, a distance of twenty-five miles, which he covered in a little over two hours. He has also proved a good Captain, both by his satisfactory selection of runs and his regular attendance on them.

NEXT! And now another wheelman has joined the ranks of the broom-sticked benedicts! This time E. Rice, the "Diamond King," and a trick rider of more than local fame. Ed. put up an elegant box of cigars at the last club meeting, and had he been there would no doubt have received an ovation equal to those given a presidential candidate. Mr. and Mrs. Rice have the cyclists' best wishes.

BUFFALO.

"ALI BABA."

WHEN I learned of the *nom de plume* which you gave me I gtraightway sat down weeping and sobbing. Would that the Legislature were in session that I might make application for a change. With lacerated feelings I immediately gathered myself up and ran to the club house, where I embraced one of those "know-it-all," highly intellectual fellows whom it is so comforting to meet when in dire distress. Said he, "why this lamentation?" Said I, "they have given unto me a name which is a vexation of spirit, they have called me 'Ali Baba.'" He roared, I groaned. Said he, "grieve not, you have an excellent name, it is much to be desired and very appropriate." I looked up in amazement as he unfolded the story of Ali Baba and his adventure with the forty thieves. His explanation proved to be the "open sesame" to my pocket-book, as I rushed him at once to the nearest soda fountain and squandered ten cents in my mad glee.

THERE were nearly nine hundred visitors at the Buffalo Bicycle Club house during the week. Most of them registered, filling twenty-three pages of our register.

THE rain last Saturday played sad havoc with those hundred-mile heroes, and a pity it was, for they looked more like mud hens at the finish than highly cultured wheelmen, which they certainly are. But they battled against fearful odds, and our friend Dampman, who was appropriately named on this occasion, won a great race.

THE ladies' reception at the Buffalo Club house was one of the most enjoyable events of the week. Luncheon was served on the second floor. There were seventy-five ladies present, and our own Ladies' Tricycle Club, who honor our club with their presence, did

themselves exceedingly proud. We almost begin to feel that they are a part of our own organization (the Buffalo Club). The ladies were properly given the first position in the parade. The appearance of the Buffalo Club elicited frequent applause along the route.

THE State Division meet at the Buffalo club house was largely attended, and a full list of officers were elected to the national convention. They also adopted a new code of laws, and increased the annual dues from \$1.00 to \$1.50. An orchestra of several pieces was stationed in the lower part of the club house; guests were entertained each evening with selections from the best composers.

I OVERHEARD one of the Syracuse boys who had followed after Charley Adams in a long tour give his opinion of that gentleman in the following language: "I tell you he is an awful hustler. He starts in with that graceful ease and self possession which is at once infused into others. He glides grandly along, gradually increasing his speed by infinitesimal increments (big words for Syracuse). He soars over the highway with pace increased so prodigiously that the crest-fallen stragglers weep as they hear the buzz of his departing wheel." Our Syracuse friend is just about right, even if his language is highflown.

NEW YORK AND

LONG ISLAND NOTES.

"WING FOOT."

THROUGH an error last week I am made to say that the Manhattan Bicycle Club was "the one of the clubs who are not going to Buffalo," whereas that club had a goodly delegation there, and it was only a few of those unfortunates who were kept at home on account of business that took the run to Patchogue.

MR. PALMEDO, of the L. I. W., and I made the trip recently to Greenport, a la Wise, via Topbank and the railroad track. "A word," etc. "Don't."

IN the Long Island Wheelmen the riding records for August are as follows: L. H. Wise, 1437; F. M. Tunison, 821; Wm. Schmid, 609; G. G. Teller, 598; W. Schumacher, 519.

I UNDERSTAND that Captain Fleming, of the Century Club of Philadelphia, lately attempted the New York century, in company with nine others, but have not heard how they fared.

MR. W. E. HUNTER, of the Toronto Wheelmen, came down from Buffalo with the Brooklyn boys when the latter returned from the tournament, and is spending a couple of weeks here, seeing the elephant.

LONG ISLAND roads, with the exception of the Southern road, have been in a terrible condition, as a consequence of the continued dry weather, but the short "spell" of dampness has made riding possible, and the Patchogue Hundred is being well patronized, although few of the B. B. C. get beyond Massapequa, as usual.

PROVIDENCE.

THE "GOAT."

CAPT. J. L. SPIERS, of the Rhode Island Wheelmen, thought that as quite a number of the boys go to Warren every Thursday evening to hear the band concert and see the chipies that he would call a run, and it was no sooner said than done. The all eventful Thursday night came: the sky was overcast with thick, black clouds and there was a cold northeast wind, which cooled off the desire to go, on all except one, and he was wont to wait in his yard until the fellows came, as they have to pass his house. It is needless to say that he waited and all vain, but the individual, when he makes up his mind to go, he goes, as he did in this case. He arrived in Warren in time to see the band disband. In the meantime the Warren men (always awake), knowing that the Rhode Island Wheelmen were intending to come down (and knowing that they generally carried out what they start to do) had purchased a good-sized watermelon for purposes not here stated, but it retained its original size and shape, and the red fire was changed for almond candy.

THE Rhode Island Wheelmen proposed to have a lantern parade the evening of the day of the Division L. A. W. meet, Sept. 25, 1888. All wheelmen are invited that are in town that day, and to get as many lanterns on (and stay on yourself) as possible. We also keep open house for all strangers.

MR. GEO. R. HUTCHINS, B. Taylor Bruce and E. Roland Phillips were voted to represent the club in the team race.

MESSRS. KINGHORN and W. Beach are going to do the grand act on the light refreshments after the lantern parade. They are both stars.

NEW ENGLAND.

"THE FOTTIST."

CONSIDERING the fact that our correspondent, "Caviller," drew entirely on his imagination in describing a shadowy individual in an imaginary road scorch on Commonwealth avenue, we are much amused to find that a round dozen riders have each taken the cap and put it on, with threats of vengeance on Caviller, and growls of indignation.

PROVIDENCE, R. I., races September 15.

WEST MEDWAY, R. I., has an ordinance forbidding sidewalk riding under penalty of \$20 fine.

THE races at Hartford postponed on account of rain until Thursday. Too late for this week's issue.

CLARENCE MONROE, the hero of the run down Providence (R. I.) City Hall steps took a tumble into matrimony last week.

THERE have been no less than a dozen cyclists arrested and fined in Olneyville, R. I., for sidewalk riding. The authorities there are sharp after such violators of the ordinance.

WE are advised that Mr. E. H. Corson, of East Rochester, N. H., and editor of the *Star Advocate*, has been offered a lucrative position with a leading New York cycling house.

THE Providence wheelmen have an enviable reputation for managing races, when, therefore, we announce that a series of races will be held at Providence Sept. 25, we know that the attendance will be large.

IN describing the race between Patten and Ames, Maine's fastest riders, hints are given that a flying start was made. Can this be possible? And can it be that our friend Hicks late of St. Louis has been proselyting the cyclists of Maine before he sailed for England?

ON Labor Day Milton I. Deane, Richard B. Deane and Frank H. Borden, of the Fall River, Mass., Cycle Club, made a run from Assonet to Boston, thence through Chestnut Hill Reservoir to Newton Centre, Newton Highlands, Dedham, Norwood, Walpole, Wrentham, Attleborough, East Attleborough, Taunton, and then to Assonet, covering in all a distance of 112 miles by cyclometer.

"PAPA" WESTON has not ridden much this year, in fact his first ride was taken one day last week on a tandem, in company with a friend of his. The result was disastrous, as in coasting a hill in Milton they were thrown heavily, "Papa" cutting the back of his hand in a very nasty manner. "Confound those tandems," he was heard to murmur, "if I had stuck to the sociable I would not now be nursing a cut hand."

MR. W. M. LEAVITT, of Providence, R. I., the plaintiff in the last bicycle case, made a call on the road hog, Collings, to see if he would not compromise and not have it go to the higher court. On going to the barn he found Collings (where a hog would likely be found) in the stall with a horse, and dead drunk. Mr. Leavitt tried to get Collings out, and for his pains the horse kicked him in the face and blacked and cut his eye.

EFFETE New England still has the grip on the fastest track riders. Temple's failure at Buffalo to show up as expected, leaves the "flower" of the professional riders in New England, while Windle's undisputed leadership among the amateurs gives the old Bay State the fastest riders in the United States up to date. We do not expect that Windle will find his superior at Hartford, but we confess to a feeling that the Chicago boy, Temple, may turn the tables on his Buffalonian vaquishers.

THE Rhode Island Division will hold its second annual run through the suburbs of Boston next Monday, Sept. 17. The programme is: Leave Union Depot, Providence, for Boston at 7 A. M. Leave Providence Depot, Boston, at 9 A. M. and wheel through Cottage Farms, Allston, Cambridge (by Harvard College), North Cambridge, Western Somerville (by Tuft's College), Medford and Malden, to Crescent Beach (Revere) and southerly along the beaches to Great Head House (about eighteen miles). Dinner there 1 P. M. Leave hotel at 2.30 P. M. and wheel through Everett, Malden, East Medford, Somerville, Cambridgeport, Cottage Farms, and return to Boston (about seventeen miles). Supper at Clarendon Hotel, Tremont street, at 6.30 P. M. Leave Boston for Providence at 8.30 P. M.

NEWS

AND COMMENT.

The fall 25-mile race under the auspices of the New York and New Jersey Road Racing Association will be run on Election Day. The Kings County Wheelmen now hold the trophy, and have the privilege of naming the course. The Milburn-Irvington course will no doubt be selected, as heretofore.

F. A. DAMPMAN, the winner of our 100 mile road race, is a member of the Wilmington (Delaware) Wheel Club.

THE Maryland Division are in pocket some \$1200 over all expenses incurred in the late meet held in Baltimore.

POUGHKEEPSIE, N. Y., will hold a grand tournament, September 20, 21. Mr. Ducker will have charge of the affair. Particulars in our next.

THE Bavarian cyclists always carry a long carriage whip when a-cycling. They do this as a protection against impudent children and dogs of a sanguinary turn of mind.

"FOUND"—During the latter part of July, a "L. A. W." pin. Owner can have same by claiming and proving ownership before Nov. 1, 1888. Address F. T. Alliger, 149 Broadway, New York City.

MR. LAMONT, a Michigan L. A. W. Division member, had his machine badly smashed by a baggage man on the D. G. and H. M. R. R. The Division has taken the matter up and proposes to try and collect damages from the road.

ON Sept. 2 Captain Will G. Hall, Wm. V. Coulter, E. J. Cook and Roscoe Pierce, of Springfield, Ill., started from that city intent upon a long run, time to be taken into consideration; Messrs. Hall and Coulter making a run of 120 miles in ten hours and four minutes; Messrs. Cook and Pierce finishing more leisurely, and making 122 miles in eleven hours. The above are members of the Springfield (Ill.) Wheelmen.

THE Pittsburg *Smelter* says: "Bert Maxwell had the misfortune to be bucked from a bicycle yesterday. It was a Texas-bred machine, but, having no flea bites on it to denote the nativity, Bert thought it was a cross between a thoroughbred and a burro. We are grieved to relate that the exploiter was exploited into the ditch. His cerebellum and diaphragm were uninjured, but the right arm caught it sadly. Accept our condolence."

THE Crawford, Ohio., County Agricultural Society will hold a series of bicycle races at their fair to be held at Bucyrus, Sept. 26th. A gentleman from that place, in the same letter advising us of above, adds: "It seems to me *prima facie* that in a mile run a 50-inch wheel should have the start of a 56, but how far I cannot arbitrarily determine, mathematically it would not be difficult to settle the distance." Our correspondent is entirely incorrect. In handicapping the size of wheel ridden is never taken into consideration. The only thing that governs handicapping is the relative speed of the men competing.

MR. A. D. BLACK writes us from Jacksonville, Ill.: "Last Thursday, August 30th, Messrs. Lee Schureman, Will N. Filson, Fred Davenport, Irving Woods, George Henry and myself returned from a one thousand-mile trip. We rode through Terre Haute and Indianapolis, Ind., to Cincinnati; from Cincinnati we took a boat up the Ohio to Maysville, thence to Lexington, Ky.; from Lexington through Frankfort to Louisville, where we again crossed the Ohio. We visited Wyandott Cave in Southern Indiana and rode north to Greencastle, and from Greencastle back home. On Tuesday, Aug. 28, Will N. Filson stopped over at Arcola, Ill., to visit relatives, the rest of us going on. Friday evening Filson caught us at Old Berlin, Ill., making 103 1-2 miles, with fifteen miles of the road so rough that it was hardly rideable. We enjoyed our trip hugely; found the best roads in Central Indiana, and the best people and prettiest girls in Kentucky."

THE street rowdies of Chelsea, England, have invented a new torment for the cyclists who avail themselves of Battersea Park. They are not content with flicking them with switches and inserting bits of stick in the spokes of their wheels, but they set on little boys to run across a cyclist with a view of getting knocked over. Boy falls prostrate howling, park keeper hurries up, takes cyclist's address, a crowd soon gathers, compensation is of course forthcoming, especially if the cyclist is a lady. The wounded child skips merrily off with half a crown, divides the booty, and tries for another spill in another part of the park. Of course no caution or cyclist bell is of the least avail against conspiracy of this kind, and unless something is done, or the magistrates before whom a test case is sure to come sooner or later are posted up in this new form of blackmailing, the parks and suburbs of London will soon become intolerable for the better class of cyclists.—*Pall Mall Gazette*.

"THE thief who developed the peculiar mania for stealing bicycles has been caught, and is no other person than the son of Stephen G. Pitkin, the senior member of the firm of Pitkin, Vaughn & Co. Wesley Pitkin has been an outcast from his father's house for a number of years. He was incorrigible, and Mr. Pitkin disowned him. He mingled with thieves and took part in their ex-

ploits, working occasionally as a printer. He roomed at the Howeden hotel recently, and with two or three pals had been working Northside residences. About a month ago Lieut. Hermann Scheuttler, of the Larrabee street station, got so close to young Pitkin that he left Chicago for Milwaukee, and from there wandered through Michigan. A week or so ago he returned to Chicago and was arrested. He is accused of stealing a dozen bicycles, and one belonging to E. D. Smith, of No. 420 La Salle avenue, has been recovered."—*Chicago Globe*.

BUFFALO.

THE World's Tournament has run its course, but it can hardly be said to have been an entirely successful one. The field of starters was undoubtedly one of the best and speediest ever sent off together in any race, but those prime requisites of a good track and good weather were woefully deficient. Mr. Ducker intended to have the finest track that was ever built, but Mr. Ducker found the World's Tournament something bigger than anything of the kind he had ever before attempted, and consequently some matters escaped his vigilance through being unable to give the proper time and attention to them. But it was surely inopportune that the track, above all others, should have been the most dire failure. The weather, of course, was beyond Mr. Ducker's control, and it maliciously aided the track in the preventing of anything like record-breaking, and that was a disappointment, and one that will not easily be palliated. The public had been continually informed that the track was to be the best ever built, and that the records would surely go. Neither of these promises were kept. The public never forgives a broken promise, hence it is that the World's Tournament will be pronounced a failure by a large majority of those who witnessed the races at Buffalo last week.

But aside from these admitted disappointments one cannot but congratulate himself on having attended a tournament which brought together in competition such men as Rowe, Temple, Crocker, Knapp and Neilson. Allard and Lees should not be excluded from the list either; to be sure their work at Buffalo was nothing remarkable, but like all Englishmen they were the victims of "this blasted climate, ye know." The heats of the world's championship demonstrated that Rowe, Temple, Crocker, and possibly Knapp, are so evenly matched that a trifling circumstance might alter the standing of any one of them; that is, that no one of them is sure of monopolizing every race. Rowe, of course, demonstrated at Buffalo that he was the best man, but Crocker and Knapp gave him some pretty close rubs.

Prominent among the League officials who were present at last week's tournament were George R. Bidwell, Chief Consul of the New York State Division L. A. W.; W. S. Bull, of the Executive Committee; Gerry Jones, Chairman of the Racing Board; Charles S. Luscomb, of New York. Of course Charlie Howard and Prial were there. Harry Corey didn't miss the tournament either. Charles A. Pyne, of the Woodstock A. A. A., was also one of the notables.

The races in detail have of course been fully reported, but

BICYCLING WORLD'S 100-MILE ROAD RACE

should be given some more space. It was 6.12 o'clock on Saturday morning, Sept. 8, when fifteen wheelmen mounted in a drenching rain storm for a journey of 100 miles through mud and clay, which resulted in testing their pluck and powers of endurance rather than their racing abilities. These fifteen men were as follows: George F. Kahler, Millersville, Penn.; Fred A. Eldred, Springfield, Mass.; Frank M. Dampman, Honey Brook, Penn.; Percy M. Harris and Val H. Muller, New York, on a tandem bicycle; Robert Gerwing, Denver, Col.; Roy S. Blowers, Westfield, N. Y.; George McIntire, Erie, Penn.; Frank McDaniel, Wilmington, Del.; S. Wallace, Merrihew, Wilmington, Del.; G. A. Tivy, St. Louis, Mo.; Frank G. Lenz, Pittsburg, Penn.; P. J. Berlo, South Boston, Mass.; Austin Banks, Denver, Col.; and C. H. Metz, Utica, N. Y. Eldred, Gerwing and Tivy were quite generally considered, previous to the race, as the three who would finish the race in the order named. Only one of them finished, Tivy, and he was fourth man. He was known by the soubriquet of the "mud horse." Frank Lenz, the third man in, was a most delicate looking youth, and rode the entire distance bare-armed and bare-legged. Dampman, the winner, is a man of great reputation as a road rider. He is reported as taking most unseemly and sometimes dangerous trips after dark over the roughest of roads. McDaniel, the second man, only went in the race to help Dampman, and did not expect to get a place, much less second place. Dampman is a member of the Wilmington, Del., Wheel Club, as well as McDaniel and Merrihew. Two other members of this club, Clarence Elliott and Victor Pyle, were entered but did not start. The tandem bicycle, on which Harris and Muller

A Letter That Needs No Comment.

DETROIT, Mich., Aug. 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

Gentlemen—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the meet in 1887 there were 60 wheels, and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade, there were 34 American Champions—an increase from 1-60 to about 1-3.

I can PROVE that there have been more American Champions sold in Michigan this year than any other TWO makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders too. Three out of five races at St. Johns were won on Champions. A \$250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly,

C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by Jno. A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

EAGLE ROCK CLIMBED NINE TIMES Thursday afternoon, August 23d. Start was made at 4 P. M. and finished at 6.25 P. M., when darkness interfered. This is a two minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York ave., Jersey City, N. J.; Geo. J. Pfior, 64 Washington st., Chicago; Herman Kneised, 97 Webster st., Jersey City, N. J.; S. C. Wells, 365 Broad st., Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

We are now delivering Ramblers with a reasonable degree of promptness.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

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For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

Providence Does Not Propose to be "Left."

THIRD ANNUAL TOURNAMENT OF THE Rhode Island Division, L. A. W., WITH THE STATE FAIR AT NARRAGANSETT PARK, TUESDAY, September 25th, 1888.

LIST OF RACES.

- | | |
|---|---|
| 1st. 1 Mile Bicycle R. I. Championship, 1st, Gold Medal, 2d, Silver Medal. | 5th. 3 Mile Special, between W. A. M. Scott, present 1 Mile Champion of R. I., |
| 2d. 1 Mile Bicycle Novice Race, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal | G. P. Hutchins, Champion of the R. I. Wheelmen, for a Gold Medal. |
| 3d. 1 Mile Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal | 9th. 1 Mile Tricycle Handicap, 1st, Gold Medal, 2d, Silver Medal. |
| 4th. 1 Mile Safety Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal. | 10th. 1 Mile Bicycle for Boys 15 yrs. old or under, 1st, Gold Medal, 2d, Silver |
| 5th. 1 Mile Tandem Tricycle, 1st, 2 Gold Medals, 2d, 2 Silver Medals. | Medal, 3d, Silver Medal. |
| 6th. 3 Mile Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal | 11th. 1 Mile Club Team Race (3 men each) Prize Club Banner with Medals to |
| 7th. 1 Mile Safety Bicycle, 1st, Gold Medal, 2d, Silver Medal. | members of winning team. |

This will be a harvest for racers, as 28 medals will be given.

We can assure all that No better Amateur Tournament will be given this year.

These races are for Amateurs only, and will be run under L. A. W. rules. The Committee reserve the right to refuse any entry. Entries close **Saturday, Sept. 22d**, and must be accompanied by Entrance Fees, or they cannot be accepted. The entrance fee in all races will be \$1.00, except Tandem Race, where it will be \$2.00 for each machine, and Team Race, where it will be \$3.00 for each team entered. Entries may be sent to

RACING BOARD { Geo. R. McAuslan, Chairman,
E. M. Bixby,
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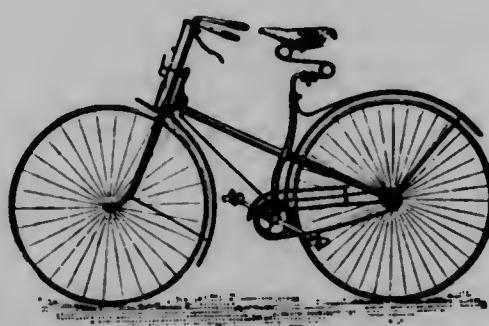
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MARLBORO' NO. 2. \$160.

Illustrated Catalogue Free on Application.



SWIFT NO. 2. \$120.



INCER CYCLES

Extract of Letter from W. S. Doane, now on his way from Denver to Boston, (Dated August 25.)

"I can fully agree with you regarding the Apollo, and would say that I have thorough confidence in the wheel, and that is saying a great deal more than I could about the —. I think without any doubt that the Apollo is the finest, easiest-running and strongest wheel I ever rode, and I only hope that I shall always be able to ride one, as up to the present date there is no wheel in the market that suits me better, and I can tell you I have ridden very, very hard for the last week, hard enough to tear any ordinary wheel to pieces."

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

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BICYCLE AND ATHLETIC GOODS.

The KINGSTON KNITTING CO., - - 27 Kingston St., Boston, Mass.,

Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited.

KINGSTON KNITTING CO.



Correspondence invited.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co., 12 Pearl St., Boston.

were mounted, broke down early in the race, and Berlo, on a safety, went only sixteen miles.

A. I. McGarrett, of Springfield, Mass., was the official timer, he and Referee Merrill going down to Erie, Penn., to start the race and take the time. When the men finished they were a sight to behold. They were plastered with clayey mud from top to toe, and their faces were almost unrecognizable. They reported that the ride had been one continual plough through mud and water—more mud than water. Probably no race was ever run under similar conditions.

NEW RULES.

A new rule was an outcome of the Buffalo tournament, and it will probably be adopted as an L. A. W. racing rule. It was drafted by Charles S. Luscomb, of Brooklyn, and as it has not yet been published it is here given entire:

WORLD'S TOURNAMENT.

In the matter of the protest against Morgan on the three-mile professional handicap Sept. 5, because of alleged pacing by Dubois, it was decided that, inasmuch as there has been established no rule prohibiting pacing in the manner in which this particular case was done, the claim is not allowed.

The following rule is hereby recommended as the judgment of the race officials: That no competitor be permitted to fall behind one lap, or more, and continue on the track with the other competitors for the purpose of pacing; that pacing, if so attempted, shall disqualify both the competitor and the pacemaker.

HOWARD P. MERRILL, Referee,
CHARLES S. LUSCOMB, Judge,
CHARLES A. PYNE, Judge,
HARRY D. COREY, Judge.

THE AMATEUR RULE.

Speaking of new rules, there's a big change coming in the L. A. W. The edict that the amateur rule must go, has gone forth. Now watch for fun. Chairman Jones says he will withdraw his resignation in order to see the fight through.

[Our correspondent is not correct in stating that "the edict has gone forth." That Chairman Jones is in favor of the abolishment of the rule we are advised, but the action of the National Assembly will be necessary to change the amateur rule.—Ed.]

OUR HUNDRED MILE ROAD RACE.

We are in receipt of the checkers' cards giving the details of our road race.

The following men faced the starter in Erie, Penn., at 6.12 last Saturday morning:

- George F. Kahler, Millersville, Penn.
- Fred A. Eldred, Springfield, Mass.
- Frank M. Dampman, Honeybrook, Penn.
- P. M. Harris, New York.
- Val H. Muller, New York.
- Robert Gerwing, Denver, Col.
- Roy S. Blowers, Westfield, N. Y.
- George McIntire, Erie, Penn.
- Frank McDaniel, Wilmington, Del.
- S. Wallis Merrihew, Wilmington, Penn.
- G. A. Tivy, St. Louis, Mo.
- Frank G. Lenz, Pittsburg, Penn.
- P. J. Berlo, South Boston, Mass.
- Austin Banks, Denver, Col.
- C. H. Metz, Utica, N. Y.

There were seven other entries, as follows, who did not start: George M. Nisbett, New York; Robert T. McLaren, Adams, Mass.; Clarence A. Elliott, Wilmington, Del.; A. J. Ward, Franklin, Penn.; A. E. Lumsden, Chicago, Ill.; Victor P. Pyle, Wilmington, Del.; Bert P. Myers, Peoria, Ill.

The first checking points was eight miles out, at Harbor Creek, Penn., and the men passed as follows:

Name.	A. M.	Name.	A. M.
Eldred	6.57	McIntire	7.01
Merrihew	6.57 1-2	Blowers	7.06
Gerwing	6.57 1-2	Kahler	7.06
Banks	6.57 3-4	Berlo	7.02 1-2
Dampman	6.57 3-4	Metz	7.03 1-2
Lenz	6.57 3-4	Harris	7.12
Tivy	6.58	Muller	7.12
McDaniel	7.00		

At North East Pennsylvania, fifteen miles out, the men passed in the following order:

Name.	A. M.	Name.	A. M.
Banks	7.36	McIntire	7.42
Lenz	7.36	Kahler	7.47
Eldred	7.36	Blowers	7.47
Merrihew	7.36	Metz	7.49
Dampman	7.36	Harris	Stopped.
Tivy	7.37	Muller	Stopped.
Gerwing	7.37	Berlo	Stopped.
McDaniel	7.38		

At State line the men were checked as follows:

Name.	A. M.	Name.	A. M.
Dampman	8.01	Eldred	8.02 1-2
Merrihew	8.01	Tivy	8.02 1-2
Lenz	8.01 1-4	McIntire	8.09 3-4
Gerwing	8.01 1-2	Blowers	8.14 3-4
Banks	8.01 1-2	Kahler	8.14 3-4
McDaniel	8.01 3-4	Metz	8.16 1-2

Ripley, twenty-one miles out, the checkers made returns as follows:

Name.	A. M.	Name.	A. M.
Dampman	8.15	Eldred	8.18
Merrihew	8.15	Tivy	8.18
Lenz	8.15	McIntire	8.19
Banks	8.15	Blowers	8.30
Gerwing	8.15	Kahler	8.30
McDaniel	8.15	Metz	8.33

At Westfield, twenty-nine miles out, the men were checked:

Name.	A. M.	Name.	A. M.
McDaniel	8.58	Tivy	9.02
Dampman	8.58	Eldred	9.02
Gerwing	8.58	McIntire	9.12
Merrihew	8.58	Blowers	9.12
Banks	9.00	Kahler	9.15
Lenz	9.00	Metz	9.18

At Portland, thirty-six and one-half miles, the check was:

Name.	A. M.	Name.	A. M.
Dampman	9.40	Tivy	9.50
Gerwing	9.40	Eldred	9.50
McDaniel	9.40	Blowers	10.00
Merrihew	9.40	McIntire	10.13
Lenz	9.45	Kahler	10.00
Banks	9.50	Metz	10.25

They passed through Brockton in the following orders; checkers fail to give time:

McDaniel, Gerwing, Dampman, Merrihew, Lenz, Blowers, McIntire, Tivy, Banks, Eldred, Kahler, Metz.

At Fredonia, forty-five miles on the way, the leaders had strung out a bit. The first nine men only being eleven minutes between first and last. Kahler and Metz were, barring accidents, hopelessly out of the race:

Name.	A. M.	Name.	A. M.
Dampman	10.16	McIntire	10.25
McDaniel	10.17	Blowers	10.25
Merrihew	10.18	Tivy	10.27
Gerwing	10.18	Eldred	10.39
Lenz	10.22	Kahler	11.06
Banks	10.24	Metz	11.18

At Silver Creek the positions were changed some, but Dampman still clung to the lead. McIntire stopped, having taken a bad header:

Name.	A. M.	Name.	A. M.
Dampman	11.20	Gerwing	11.34
Merrihew	11.23	Blowers	11.30
McDaniel	11.23	Eldred	11.45
Lenz	11.24		P. M.
Banks	11.30	Metz	12.11
Tivy	11.34	Kahler	12.27

At Irving, 61 miles, Lenz made a bid for the first place, and he led here with Dampman and Merrihew right on his heels. Kahler stopped soon after this:

Name.	A. M.	Name.	P. M.
Lenz	11.50	Banks	12.01
Dampman	11.50	Blowers	12.06
Merrihew	11.50	Eldred	12.15
McDaniel	11.54	Metz	12.38
Gerwing	11.58	Kahler	1.02
Tivy	12.00		

At Evans Centre, 68 1-2 miles, Dampman again led by a fraction:

Name.	P. M.	Name.	P. M.
Dampman	12.52	Tivy	12.58
Lenz	12.52	Blowers	1.07
Gerwing	12.54	Eldred	1.09
Merrihew	12.54	Banks	1.16
McDaniel	12.55	Metz	2.59

At Bay View, 18 1-2 miles from the finish, Lenz, Dampman, McDaniel and Merrihew were all in a bunch. The excitement was growing, it was "anybody's" race. They checked as follows:

Name.	P. M.	Name.	P. M.
Lenz	2.13	Merrihew	2.13
Dampman	2.13	Tivy	2.20
McDaniel	2.13	Blowers	2.22

At Limestone Hill Lenz had dropped to third place, and was eight minutes behind the Wilmington pair. Merrihew had lost his grip, and was eleven minutes behind. There were now only six men in the race, Eldred, Kahler and Gerwing having stopped before reaching Bay View. The positions at Limestone Hill were:

Name.	P. M.	Name.	P. M.
McDaniel	3.01	Tivy	3.12
Dampman	3.01	Merrihew	3.12
Lenz	3.09	Blowers	3.15

From this point in the race was full of excitement, and the result has been already given to our readers:

	H. M. S.
First, F. M. Dampman,	9 52 29 3-5
Second, F. M. McDaniel,	9 55 23 4-5
Third, F. G. Lenz,	10 04 44 4-5
Fourth, G. A. Tivy,	10 08 21 3-5
Fifth, S. W. Merrihew,	10 10 52 4-5
Sixth, R. S. Blowers,	10 15 25

NOTES.

The Overman Company are feeling very happy over the results, as the first, second, fourth, fifth and sixth men in all rode Victor wheels.

Eldred's friends were much grieved to think that Frank did not get a place.

McDaniel's riding was a surprise to all.

W. S. Doane smiled when the fact was made known to him that his record was safe.

Why was it that C. H. Metz, of Utica, persisted in giving his number to the checkers as "No. 62?"

The headers were frequent, and after a bit no "record" was kept of them. No serious harm came of any of these tumbles.

Probably such a sight as was presented by the bemired riders and their wheels will not be seen again in many a day.

FINAL DAY'S RACING.

ROWE TOOK FIRST IN WORLD'S CHAMPIONSHIP.

A big crowd witnessed this last day's racing at Buffalo. The bicycle track was in such bad condition that the races were run on the trotting track. The results were:

One-mile open tandem road wheels; Crist and Brown of Washington won with the Banker brothers second, Davis and Hill third. Time, 3.04.

Half-mile bicycle: This was won by W. Windle, W. S. Campbell second, A. E. Lumsden third. Time, 1.22 3-5.

Final heat World's (Professional) championship: One-mile won by W. A. Rowe, H. C. Crocker second, W. E. Knapp third. Time, 2.52 2-5.

One-mile tandem bicycle won by A. C. and W. D. Banker. Time, 2.47.

One-mile bicycle won by E. A. Rossicoe. Time, 3.02.

The two-mile (prof.) handicap was won by W. A. Rowe. Time, 5.43 3-5.

Ten-mile amateur won by A. E. Lumsden, time, 32.15. Winship second; Wilhelm third.

One-mile (prof.) tandem, won by H. G. Crocker and R. Neilson. Time, 2.56.

One-mile open, won by W. Windle. Time, 2.56.

One-mile prof. Rover type, won by Jules Dubois. Time, 2.51 3-5.

One-mile consolation, won by E. P. Cochran. Time, 3.07.

EASTERN ROAD CLUB.

There will be a meeting of the Eastern Road Club at the office of George A. Perkins, Esq., No. 3 Pemberton Square, on Friday, Sept. 14, at 8 o'clock, P. M. The following course has been selected:

Start at Faneuil House, Brighton. Chesnut Hill avenue to and through Reservoir, between Basins, and direct, via Beacon street (Right, through Newton Centre, past Great Sign Boards and

through Newton Upper Falls) to Wellesley Hills; Left, Wellesley avenue and Great Plain avenue, to Needham Centre; Left, Highland avenue, Needham, Winchester and Centre streets, nearly to Newton Centre; Right, Parker street; Left, Dedham street; Left, Brookline street; Left, Hammond street; Right, Beacon street, to Reservoir; between basins and make one and one-half turns around the Upper Basin, finishing within about thirty yards of "rendezvous."

Notice must be given the undersigned, in writing, of the intention of any club to enter a team in the race, on or before Saturday, Sept. 15.

WILLARD H. FORBES,
100 Harvard street, Dorchester.

TEMPLE CHALLENGES ROWE.

(Special to the World.)

BUFFALO, N. Y., Sept. 12, 1888.—I am thoroughly dissatisfied with the result of the so-called world's championship race at Buffalo, and will match Ralph Temple, champion of the world, against W. A. Rowe, or anybody else, for one thousand dollars. I am sending you formal challenge and deposit.

"SENATOR" MORGAN.

PROVIDENCE MEET.

At a meeting of the R. I. Wheelmen, held Sept. 10, they decided to hold a lantern parade the night of the races (Sept. 25), the details being left for the road officers of the club to work up. They also voted to enter a team in the team race, to be held at the R. I. Division races, Sept. 25th.

Great interest is being manifested in the 3-mile race between Hutchins and Scott, as they are very evenly matched. In a 3-mile race on Decoration Day, Scott won by 1 second, his time being 9.37, while Hutchins holds the State record of one mile in 2.57 1-5.

The officers, as far as decided on, are: Referee, Chief Consul Davol; Judges, Abbot Bassett, W. W. Stall and Dr. Emery.

Twenty-eight medals will be given as prizes, the largest number, we think, that has ever been given in a one-day race meet.

The entries are coming in well, and we expect a larger list than we ever have had at any previous meet, and we believe the cause of it is that we offer medals as prizes.

GEO. R. MCAUSLAN.

NASHVILLE (TENN.) CLUB ROAD RACE.

The Nashville Bicycle Club will hold a thirty-mile handicap road race Sept. 21, open to Tennessee amateur wheelmen. The start will be made from Chestnut street (Nashville), at its juncture with the N. C. and S. L. R. R., and will finish at a point in front of the West Side Hotel, Lebanon.

The first prize will be an American Champion Roadster, or Champion Light Roadster bicycle, of a size to suit the winner, presented by the Gormully & Jeffery Mfg. Co. The second and third prizes will be handsome gold medals. In addition to these three prizes there will be a very handsome gold medal given to the one making the fastest net time. An excursion train will leave the starting point and arrive in Lebanon in time to see the finish, returning with the riders and excursionists to Nashville before supper.

Entrance fee \$2, \$1 of which will be returned if the start is made. The entries close Sept. 15, in order to give the handicappers, who will be three well-known riders of the Nashville Bicycle Club, sufficient time to inquire into the form of contestants entering from other sections of the State. The four prizes are valuable and should induce a large field of riders, which we are anxious to have. Entries and for information, address A. M. Hagan, 413 Union street, Nashville, Tenn.

YOUNGSTOWN (OHIO) BICYCLE ROAD RACE.

The Youngstown (Ohio) Club held its annual race meeting on the 31st of August, and notwithstanding the threatening aspect of the weather, which no doubt deterred many from attending, yet a fair crowd was present at the fair grounds to enjoy the afternoon's sport. The races were as follows:

Half-mile club race—C. W. Davis, first; L. H. Bannister, second. Time, 1.35.

One-mile open race—W. I. Wilhelm, first; P. Stambaugh, second. Time, 3.13 1-4.

One-mile club race—C. W. Davis, first; Bannister, second. Time, 3.30.

Hundred-yard sprint race—William Baker, first; H. Wick, second. Time, 11 1-2 seconds.

One-mile time race, 4.19 time announced for race—A. I. Nicholas, time, 4.19; M. J. Knapp, 4.21.

Half-mile open—Wilhelm, first; Stambaugh, second. Time, 1.37 1-2.

Boys' race, quarter-mile—Eddie Liebman, a little chap about nine years of age, was the only entry. Time, 1.27.

Two-mile handicap, city race—Stambaugh, first; H. S. Evans, second. Time, 9.00.

The races were over a trotting track which was not in the best of order, and prevented fast time being made.

L. A. W. 1847.

ONE HUNDRED-MILE ROAD RECORD.

MR. M. A. HOLBEIN, of the Catford Cycling Club, recently rode a Premier rear-driving safety one hundred miles in 6h. 20m. 26s. This is a world's record for the distance vs. time.

MEASUREMENT OF THE TAUNTON-NEW BEDFORD ROAD COURSE.

RE the Taunton-New Bedford road race and record made by Anthony, I am happy to say I went over the course Sunday and found the distance ridden was twenty and one-sixteenth miles. I could not verify before as I live four miles from the city, and the only trustworthy cyclometer I owned was on my tandem, which I do not use much. Hoping this will satisfy Dr. Sweet and the Taunton Club I am, Yours, etc., A. F. Wyman.

SHURMAN AT IT AGAIN.

THE members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley, E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prouts Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in succession. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounded is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park street hills, and oblige?—Ed.]

A. J. HENLEY ACCEPTS THE CHALLENGE OF NO. "385."

Editor *Bicycling World*: In reply to Mr. "385," I would say that we don't want to make any talk about what we can do, but we simply go and do it. I see Mr. "385" thinks that the Wichita Wheelmen are not entitled to the 100-mile State record. Well, I will say for myself that I will ride it this fall in eight hours to eight and one-half, and the Wichita Wheelmen will back me in my statements. Not for money, as he spoke of, as we are all true League members and amateurs withal, but for a medal, if any L. A. W. member of Kansas wants to tackle us. We have another member that will do the same.

A. JOS. HENLEY, "3507."

ANOTHER REPLY TO NO. "385."

Editor *Bicycling World*: I noticed the def. of L. A. W. "385," and for fear that you would not be informed on the subject and also for fear that some of your readers would wonder why this gentleman should have such hard work to find a match, I will state that there are very few bicycles used in McPherson, and if he had wanted company on the trip he could have got it at Newton or Wichita if he had given timely notice. In the next place every person that knows anything of the geography of Kansas knows it is not 136 miles from McPherson to Arkansas City, it is but 111 miles by rail, and the road is but very little longer.

If No. "385" wants to make a record or race he will have no difficulty to find a match in his own district, and I have not the least doubt but Mr. A. J. Henley, of Wichita, will satisfy his longing for any number of miles he may name.

There was no necessity of his flying into print as if he had been injured, because there was no world's for him to conquer, and when he next makes a ride he should count his section lines a little closer, as that is the way we count miles in Kansas.

MR. HOPKINS ONCE MORE.

Editor *Bicycling World*: In the *WORLD* of August 31st I notice a letter written by Wm. J. Maturin, of Bloomington, Ill., complaining of the unjust way in which Mr. C. C. Hopkins, of Denver, dealt with the roads and wheelmen of Central Illinois in an article previously written in the *WORLD*. Permit me to say in regard to this that Mr. Hopkins was met here by several of our wheelmen, and Mr. Nicholet and I rode several miles into the country with him. We gave him some valuable information in regard to the roads between here and Crawfordsville.

We cautioned him not to take the south road between Covington and Hillsboro, which probably saved him a wade through several miles of sand, which yours' truly once experienced. I have wheeled over every inch of road between here and Columbus, O., and have wheeled considerably through the Eastern States. I laid out the best road between here and Columbus and referred him to wheelmen in Danville and Crawfordsville. The roads between here and Bloomington are generally very good. I have ridden over them when they were equal to any macadamized road. Our wheelmen have exchanged visits with Bloomington wheelmen several times, and made the run of fifty-four miles in six hours with ease. W. S. Doane, on his trip from Denver to Boston, came over the same route as Mr. Hopkins several weeks later, when the roads were in better shape. We would be pleased to hear from him. Touring wheelmen are always welcome in Champaign, and we will give information in regard to roads one hundred miles in any direction.

Yours' respectfully, W. L. SPERRY, L. A. W. 4025.
Champaign, Ill., Sept. 3, 1888.

DENVER TO DORCHESTER ON A BICYCLE.

A DISTANCE OF 2,207 MILES.

MR. DOANE of Denver, the well-known wheelman of the Dorchester Bicycle Club, and also a member of the Denver Ramblers, left Denver, Col., on July 22d, for the purpose of riding to Boston on his wheel. He was escorted from Denver by about 50 wheelmen, a distance of 56 miles, and then continued 24 miles more. Not being able to obtain shelter at a ranch, he was forced to sleep out of doors on the prairie. Next morning, after eating a hearty breakfast, he started in earnest upon his long and lonely trip across the Plains. He was obliged to walk that day 27 miles, in deep sand and push his wheel. For one stretch of ten miles he did not see a house, nor any means of getting water. When at last he came to a stream it was a welcome sight, and he drank about a quart of water, which greatly refreshed him.

That night he put up at Fort Morgan, with only 34 miles for his day's work, and pretty well tired out. During the day he crossed three creeks with his shoes on, as he found it would take too much time to take them off at every creek he came to. After a good night's rest, he started the next morning at 6 A. M., and had not gone far before he lost his way, and, in trying to find it, came to an overflowed irrigating ditch. Here he was obliged to dig out the mud from between the wheel and forks with a jack-knife. He carried his wheel for about a mile on his back, and at each step sunk in the mud eight inches. Under these difficulties it took him nearly an hour to make the mile, however, he pushed on and reached Sterling, Col., in time for supper, and lodged there for the night. Here he was told that the further East he went the better he would find the roads, but he found them even poorer, as they had just had a very hard hail storm, that had not only spoiled the roads, but had destroyed all the crops. He reached Julesburg that night after walking fifteen miles and crossing two creeks. Here he cleaned his wheel thoroughly, and the next day managed to reach North Platt, after a hard day's run. He had expected when he reached here to find good roads, but during the night a heavy thunder storm passed over, and the next morning the roads were very muddy, so that he could not even push his wheel without stopping every little while to cut the mud off. At North Platt he rested for about four hours and then continued on to Rothenburg, Neb. He left here at 4 A. M., and was obliged to walk 17 miles on the Union Pacific tracks on account of mud. Just two miles from Plum Creek he got into a mud hole up to his waist, and was forced to stop with 24 miles to his credit, and lay in bed while his clothes were drying on a neighboring roof. From there he found the roads better, and was able to get to Omaha without wet feet. While at Kearney he enjoyed a swim in a pond, which took off a great part of the dirt.

He reached Omaha in 11 1-2 days, making 594 3-4 miles, out of which he walked 127 1-2 miles, crossed about 20 creeks and taken 51 headers. After resting in Omaha for three or four days, he attempted to ride across Iowa, but the mud was even worse than in Nebraska, so he had to go by the C. B. & Q. to Keokuk, where after stopping a day or two, he continued on and succeeded in riding

34 miles to Fountain Green, where he stopped for the night. He arose at sunrise and rode to Colchester, where he took breakfast, and then proceeded via Macomb, New Philadelphia and Canton, to Pekin. He made the last three miles walking through wet bushes on an unused (abandoned) railroad track, and was completely wet through when he reached his destination, but this he did not mind as it was no new thing.

The roads were better than any he had ridden, although they were what they call "Corduroy" roads, being very hard and rough, but rideable. He passed through Tremont and Mackinaw and reached Bloomington in the afternoon. Here he stopped only a few moments and kept on to Farmer City, where he was forced to lay quiet for three days on account of a lame foot. However, it gave him a chance to rest and undoubtedly benefitted him as he gained about a pound a day while he was there.

Starting out again he took dinner with Sperry Bros., bicycle agents at Champaign, and one of them rode out with him. He made Covington, Ind., that night after a hard ride, as there was rain in the early part of the afternoon. Starting again he arrived within a few miles of Crawfordsville where he had still more rain, so he took a train for Indianapolis a distance of forty miles. Here he called on Messrs. Darrow Bros., who gave him the use of a New York Road Book, which he found to be very useful and he advises anyone who thinks of touring New York State to have one of them. He left Indianapolis Friday noon and rode 52 miles to Cambridge City. Starting the next morning to cover 100 miles in a day, he rode Richmond for breakfast, to Dayton for dinner and via Springfield to Summerford supper, stopping there for the night with the 100 miles covered.

On Sunday, the 19th of August, he rode to Columbus, Ohio, and then turned North via Worthing and Delaware, to Mt. Gilad, a distance of 79 miles over common dirt roads, which were very tough. He met two Cleveland wheelmen on their way from Cincinnati, who rode with him for 26 miles. When asked what he thought of the pikes of Indiana and Ohio, he replied: "I was very much disappointed in them. I found the National road poor, the Dayton pike poorer, but the Valley pike running from Dayton to Springfield was very good, by far the best road I had found with the exception of the 10 or 12 miles stretch that Sam Holingsworth made his 283 mile 24 hour record on, which was very fine."

Mr. Doane left Mt. Gilad and rode via Shelby and Shiloh, where he took dinner, to Wellington, which is 44 miles from Cleveland, and stopped there for the night. Next morning he rode into Cleveland through rain, reaching there at 10.30. Here he was well entertained by the George Worthington Co., who are State agents for Singer machines. They took him all over the city in a carriage. The next day he started for Buffalo and took dinner at Astabula following the Lake Shore to Fairview, 12 miles west of Erie, Pa. Next morning he rode into Erie for breakfast and then started over one of the finest pieces of road he ever saw. While spurring he took a bad header which knocked him insensible. In a few moments, however, he was able to continue and took dinner at Westfield, where he had to be put on his machine on account of his lameness which rendered him unable to mount without aid. The next morning he found himself unable to ride at all and was obliged to take the train for 22 miles to Buffalo. When he arrived, he expected that he should have to take a train right through to Boston, but after waiting a couple of days, and taking warm baths, he was enabled to start again on Saturday, the 25th of August, at noon and rode through New York state via Canadaigua, Syracuse, Utica and Schenectady. He was obliged to ride on the N. Y. C. tracks from Little Falls to St. Johnsville, and then take the tow-path to Amsterdam, keeping the north side of the river to Hoffman's Ferry and then to Schenectady by the south side. The country here was very beautiful and continued so into Massachusetts. He visited the Troy Bicycle Club rooms and then started for the Old Bay State Wednesday evening.

On Thursday morning he started out to climb the mountains, but owing to the bad fall he had near Erie, he was obliged to give it up and took a train through the tunnel. He walked about 20 miles over two mountains and succeeded in reaching Orange after the hardest day's work he had during his entire trip. Starting out next

morning (Friday) he went via Athol, Templeton and South Gardner to Fitchburg, where he put up for dinner. He found some sand and some bad hills, but as he had been used to walking he did not mind the condition of the roads. He reached Northboro at 5 o'clock and decided to stay there for the night. Getting up next morning at 5.30 he found the roads all mud, but being only thirty-five miles from home, he decided to start out and succeeded in reaching Framingham in time for breakfast and arrived in Boston at 10.15 A. M., September 1st, covered with mud and wet through to the skin, thus ending his ride with 1903 miles to his credit, 174 of which were covered on foot, either pushing or carrying his bicycle.

Mr. Doane gained one pound on his trip, and aside from needing a few good nights' rest, he is in splendid condition; he is well-bronzed and a picture of perfect health. On his way he saw a few rattlesnakes, but got quickly out of their way, also a few coyotes and prairie dogs and any number of large striped snakes three to four feet long. He also met quite a number of cowboys, who would ride some of the worst bucking bronchos, but could not be tempted to ride the bicycle. The cow-boys are a jolly set of people, but if interfered with are hard to deal with. While coming across the plains a little boy walked beside the bicycle and after looking at it quite a while asked, "If them sticks didn't ever break?" meaning the spokes. While in Ohio, Mr. Doane saw a boy who had a bicycle with spokes made of barbed wire, a fellow from a cart wheel and the rear wheel was the wheel of a boy's wagon. It was a queer looking thing, but undoubtedly gave the boy great enjoyment.

When a few miles east of Utica, Mr. Doane met a man with a loaden provision wagon who threatened to use a horse whip on him because he would not dismount, but Doane put his hand in the direction of his hip pocket, which frightened the man and he had no further trouble. He is well satisfied with the trip, and, although he had a very hard and rough ride, he does not show it at all. Anyone who desires to know anything further about the trip, can find out by interviewing Mr. Doane, who will gladly give any information in his power. Regarding the machine ridden, Mr. Doane says: "I am more than pleased with the Apollo, and am positive that it is the strongest wheel made, as only four rear wheel spokes were broken (being the only break that occurred), which is a splendid record for a trip like mine, and the machine was not new when I started, but was used 700 miles before I left." W. B. Everett & Co., of Boston, the U. S. branch of Singer & Co., Coventry, Eng., represent this wheel. The machine Mr. Doane rode was a 50-inch Singer's Apollo, with ball head and double ball bearings to front wheel.

He was well entertained at Plum Creek, Neb., by Mr. Fisk, at Kearney by Mr. Spafford and at Omaha by Mr. Will Emerson and several members of the Omaha Wheel Club, who have a very pleasant and cosy little building all to themselves. At Keokuk by Mr. J. R. Lofters, at Utica by Mr. Teemer, who kindly took charge for the time he was at Utica, and at North Adams by Mr. McKee, the well-known and popular bicycle agent, and at Troy by Mr. Edmans.

He found everybody kind and obliging along the road, and also very inquisitive. Many were surprised that such a trip could be made on "one of them air things," as the farmers used to say. Mr. Doane says he would not ride back to Denver on his wheel, but he would willingly take another 2000-mile trip next summer, if he could spare the time. His expenses were about \$2 a day.

W. S. DOANE says of the Apollo bicycle: "I found Singer's ball head a very great improvement over the old style cone head and adjusted it only once during the entire trip, and never had any trouble from its tightening. The front wheel bearings which are double balls, I found needed less adjustment and wore much better than the single and much easier to adjust than any other I have yet used."

"On the registry book of the guests at the Buffalo 'Bike' Club House each one is requested to give the style of wheel ridden. It may be of interest to wheelmen to know that the Victor leads the 'crank' machines while of the Safety type more of the Victor Rovers are ridden than all others combined."—*Buffalo Express*, September 8, 1888.

Second-Hand Wheels,

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LEAGUE HEADQUARTERS:
12 Pearl Street, Room 27.
ABBOTT BASSETT, Secretary.

STATE OFFICERS, L. A. W.

For the year 1888-9.

The following list comprises the officials elected and appointed in the different divisions and sub-divisions so far as they have been reported at this office:

California.
Chief Consul—Edwin Mohrig, San Francisco.
Vice Consul—J. Phil Percival, Los Angeles.
Sec. Treas.—Alexander S. Ireland, San Francisco.
Representatives—Geo. H. Frost, Pasadena.
C. C. Moore, San Francisco.
Thomas L. Hill, San Francisco.
Club Representatives—J. M. Curragh, S. F. B. C.
S. F. Booth, Jr., O. C. C.
J. J. Bliss, B. C. W.
C. C. Moore, B. C. W.
J. W. A. Orl, L. A. W.

Connecticut.
Chief Consul—C. E. Laron, New Haven.
Vice Consul—C. L. Brockway, Middletown.
Sec. Treas.—E. A. DeBlois, Hartford.
Representatives—W. A. Squire, Meriden.
W. T. Williams, Yantic.
C. D. Knox, Line Rock.
D. J. Post, Hartford.
Club Representative—Arthur H. Rutty, M. W. C.

District of Columbia.
Chief Consul—Geo. S. Atwater, Washington.
Vice Consul—Edwd. A. Demaray, Washington.
Sec. Treas.—Edson B. Olds, Washington.
Representative—E. T. Pettengill, Washington.
Club Representative—Geo. R. Ide, W. C. C.

Illinois.
Chief Consul—W. A. Davis, Chicago.
Vice Consul—Charles Hansel, Springfield.
Secretary—Thomas F. Sheridan.
Representatives—Harry G. Rouse, Peoria.
Charles H. Sieg, Chicago.
C. F. Gross, Joliet.
W. H. Osman, Ottawa.
T. C. White, Quincy.
Club Representatives—Waldo S. Reed, C. C. C. C.
C. B. Gibson, I. C. C.
A. J. Street,
E. J. Roberts, "

Indiana.
Chief Consul—J. Fred Probst, Terre Haute.
Vice Consul—W. H. Pontious, Crawfordsville.
Sec. Treas.—A. N. Smith, Terre Haute.
Representative—Josh Zimmerman, Indianapolis.

Iowa.
Chief Consul—R. L. Thompson, Muscatine.
Vice Consul—C. W. Dibble, Osceola.
Sec. Treas.—H. B. Cropper, Cedar Falls.
Representative—H. L. Chase, "

Kansas.
Chief Consul—W. C. Bradley, Ottawa.
Vice Consul—C. S. Davis, Junction City.
Sec. Treas.—Otto H. Wulfeckler, Leavenworth.
Representative—W. Taylor, Topeka.

Maine.
Chief Consul—Dr. G. E. Dow, Portland.
Vice Consul—C. D. Batchelder, Sanford.
Sec. Treas.—
Representative—James O. Whittemore, Fairfield.

Maryland.
Chief Consul—Albert Mott, Baltimore.
Vice Consul—Geo. F. Updegraff, Hagerstown.
Sec. Treas.—G. W. H. Carr, Baltimore.
Representatives—C. H. Eisenbrandt, Baltimore.
W. L. Seabrook, Westminster.
H. W. Barrington, Baltimore.

Massachusetts.
Club Representatives—Chas. E. Sadler, B. C. C.
Harry F. Seving, B. C. C.
Geo. Hagerty, R. C. C.

Michigan.
Chief Consul—Herbert W. Hayes, Cambridge.
Vice Consul—Win. H. Emery, Roxbury.
Sec. Treas.—Sanford Lawton, Springfield.
Representatives—W. G. Kendall, Boston.
Charles R. Dodge, Boston.
Willard H. Forbes, Dorchester.

J. S. Dean, Boston.
Albott Bassett, Newtonville.
J. H. Grimes, Sonerville.
J. Fred Adams, Haverhill.
F. P. Kendall, Worcester.
Fred I. Gorton, North Attleboro.
L. L. Campbell, Northampton.
J. W. Drown, Springfield.
Club Representatives—William A. Mosman, J. C. C.
John B. Seward, C. C. C.
Theodore Walter, H. P. R.
Irving E. Moulthrop, R. B. C.
George A. Perkins, C. B. C.
E. C. Clarke, H. B. C.
A. W. Robinson, R. C. C.

Minnesota.
Chief Consul—A. B. Richmond, Grand Rapids.
Vice Consul—William Seyflardt, East Saginaw.
Sec. Treas.—C. A. Conover, Coldwater.
Representatives—Junius E. Beal, Ann Arbor.
H. M. Snow, Detroit.
Club Representatives—E. M. Moor, G. R. B. C.
C. H. Smith, D. B. C.

Missouri.
Chief Consul—W. M. Brewster, St. Louis.
Vice Consul—F. J. Suda, St. Louis.
Sec. Treas.—J. A. Lewis, St. Louis.
Representatives—Geo. W. Boswell, St. Louis.
G. M. Shaw, New York.
H. G. Stuart, Kansas City.
Club Representative—John A. De Tar, U. W.

New Jersey.
Chief Consul—Dr. J. H. Cooley, Plainfield.
Vice Consul—Dr. G. Carlton, Brown, Elizabeth.
Sec. Treas.—Robinson Pound, Plainfield.
Representatives—John B. Langer, Newark.
Frank Eekland, Jersey City.
W. B. Banker, Passaic.
Dr. F. A. Kinch, Jr., Westfield.
E. F. Burns, Smithfield.
Henry B. Thomas, East Orange.
Club Representatives—Fred G. Weise, O. B. C.
Dr. R. M. Sanger, O. W.
Frank L. C. Martin, P. B. C.
Geo. C. Pennell, E. W.
Jno. C. Wetmore, E. W.

New York.
Chief Consul—George R. Bidwell, New York.
Vice Consul—W. S. Bull, Buffalo.
Sec. Treas.—George M. Ishett, New York.
Representatives—J. M. Shaw, New York.
John C. Gulick, New York.
J. M. Warwick, New York.
W. H. DeGraaf, New York.
H. E. Voorhis, New York.
C. C. Alden, Brooklyn.
Howard Greenman, Brooklyn.
I. B. Potter, Brooklyn.
F. W. Loucks, Brooklyn.
M. L. Bridgman, Brooklyn.
James R. Knudson, Troy.
Joshua Reynolds, Stockport.
Fred Brigham, Syracuse.
Allen G. Wood, Utica.

Ohio.
Chief Consul—T. J. Kirkpatrick, Springfield.
Vice Consul—Fred J. Bote, Toledo.
Sec. Treas.—J. W. Spahr, Springfield.
Representatives—A. E. Mergenthaler, Fostoria.
Marcus Moses, Gallipolis.
Dr. C. H. Griffin, Ravenna.
E. R. Eastman, Ottawa.
W. P. Harmony, Sidney.
H. B. Hane, Marion.
M. A. High, Cincinnati.
Club Representative—Frank C. Meyer, C. B. C.

Pennsylvania.
Chief Consul—Geo. A. Jessup, Scranton.
Vice Consul—W. H. Tucker, Philadelphia.
Sec. Treas.—J. G. Carpenter, Wilkes-Barre.
Representatives—G. N. Osborne, Philadelphia.

Rhode Island.
Chief Consul—C. S. Davol, Warren.
Vice Consul—Howard L. Perkins, Providence.
Sec. Treas.—N. H. Gibbs, Providence.
Representatives—Chas. W. Greene, Warren.
Geo. C. Newell, Pawtucket.

Tennessee.
Chief Consul—Joseph R. Wilson, Jr., Clarksville.
Sec. Treas.—B. A. Patch, Clarksville.

Vermont.
Chief Consul—H. A. Webster, Montpelier.
Sec. Treas.—F. E. DuBois, West Randolph.

Virginia.
Chief Consul—J. C. Carroll, Norfolk.
Sec. Treas.—A. K. Schapp, Richmond.

Wisconsin.
Chief Consul—Jay A. Hinman, Oshkosh.
Sec. Treas.—J. H. Bloedel, Sheboygan.

Colorado.
Chief Consul—Horace Beddo, Denver.

Delaware.
Chief Consul—S. Wallis Merrihew, Wilmington.

Louisiana.
Chief Consul—Harry H. Hodgson, New Orleans.
Sec. Treas.—Harry W. Fairfax, New Orleans.

West Virginia.
Chief Consul—Howard P. Wilkinson, Wheeling.

*Maine has not yet completed its election, but there is only one ticket in the field, and the result is anticipated.

Kirk Brown, Philadelphia.
S. H. Murray, Sewickley.
J. B. Kaercher, Pittsburgh.
Ira A. Dayton, Williamsport.
S. A. Boyle, Harrisburg.
J. G. Carpenter, Wilkes-Barre.
D. K. Trimmer, York.
H. W. Terry, New Castle.
E. L. Russell, Blossburg.
W. S. Winterstein, Bethlehem.
John J. Van Nort, Scranton.
Club Representatives—Ellis C. Kent, A. W. C.
W. D. Banker, A. C.
Chas. F. Seidel, K. B. C.
C. B. Holly, M. W. C.
Edwd. W. Burt, Ph. B. C.
H. R. Lewis, Ph. B. C.
J. J. Van Nort, S. B. C.
Dr. E. H. Van Deusen, T. B. C.
Prof. W. L. Dean, W. B. B. C.

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West Virginia.
Chief Consul—Howard P. Wilkinson, Wheeling.

*Maine has not yet completed its election, but there is only one ticket in the field, and the result is anticipated.

Colorado Appointment.
Mr. Horace Beddo, of Denver, Colorado, is hereby appointed Chief Consul for that State. He will assume the duties of the office at once and will be obeyed and respected accordingly. T. J. KIRKPATRICK, President.

Delaware Appointment.
I hereby appoint Mr. S. Wallis Merrihew, 906 Jackson st., Wilmington, Delaware, Chief Consul for that State. T. J. KIRKPATRICK, President.

West Virginia Appointment.
I hereby appoint Howard P. Wilkinson, Wheeling, West Va., as Chief Consul for that State. He will assume his duties and office at once. T. J. KIRKPATRICK, President.

Attention, Texas!
On September 1st, there were twenty-five League members in the State of Texas. According to Art. 11, Sec. 3 of the New Constitution it becomes my duty to appoint a Chief Consul. Will the members please send me nominations for that office at once? I shall be pleased if they will. T. J. KIRKPATRICK, President.

Kansas.
It has been decided by Board of Officers of Kansas Division that the Kansas Division Meet shall be at

Topeka, Kansas, October 4th, 1888, when one (1) cent fare can be obtained on Railroad to there, also \$150 in prizes will be given to Bicycle races.
Yours respectfully, OTTO H. WULFENHILF.
Sec.-Treas., Kansas Division, L. A. W. 699.

Maryland.

The following standing committees are appointed:
Rights and Privileges—Messrs. Clymer Whyte, J. Kemp Bartlett and A. E. Mealy.
Improvement Highways—Messrs. S. T. Clark, C. R. Eisenbrandt and C. C. Mitchell.
Transportation—Messrs. Jason B. Reed, Joseph T. Chism and Thomas J. Lindsay.
Respectfully,
ALBERT MOTT, Chief Consul.

Louisiana.

At a meeting held September 4th, for the election of Chief Consul and Secretary-Treasurer, Louisiana Division, L. A. W., the following officers were elected to serve for the ensuing year:
Chief Consul, Harry H. Hodgson, re-elected.
Secretary-Treasurer, Harry W. Fairfax.
The following appointments have been made by the Chief Consul:
Local Consul, B. C. Rea, New Orleans, La.
Local Consul, Shreveport, La., J. B. Walters.
League Hotel, New Orleans, Hotel Vonderbanck.
Fraternally yours,
Secretary-Treasurer, L. A. W. Div.
HARRY H. HODGSON.
Approved,
Chief Consul, La. Div. L. A. W.

Maryland Division.

The fourth annual meeting of the Maryland Division L. A. W. was held at the Town Hall at "Arlington" on Friday, August 31, at 8.30 P. M. Chief Consul Mealy occupied the chair, and about seventy-five members were present. The minutes of all the meetings held since last year were read and approved.
The report of Chief Consul Mealy for the nine months of his term showed that the Maryland Division was still the "Banner" division of the country, having increased her membership from 231 to 450 during the year, thus making it the 8th largest division in the country. The report further stated that 18 Local Consuls, 9 Hotels and 4 Representatives had been appointed during the year.
The report of the Secretary-Treasurer showing amount received \$260.68, expended, \$212.54, balance on \$48.14, was read and accepted.

Mr. Mealy, chairman of the League Meet Committee, submitted a report giving an account of the ninth annual meet of the L. A. W. held in Baltimore in June last. The report stated that the meet had cost the division \$2990.04 that \$448.18 had been received, leaving a balance on hand, to be turned over to the treasurer, of \$118.14. The report was accepted, and the committee discharged with the thanks of the division.

The report of the Committee having in charge the framing of a new constitution, was read, and after a few alterations, was adopted. The Committee appointed to canvass the votes cast for officers of the division reported as follows: Number of votes cast 161, of which Mr. A. Mott (Chief Consul) received 156; Mr. George Updegraff (Vice Consul), 161; Mr. G. W. H. Carr (Secretary-Treasurer), 159; and Messrs. C. H. Eisenbrandt (Representative), 160; W. L. Seabrook, 160; and H. W. Barrington, 161. The chair declared the above named gentlemen elected to serve for one year from August 15, 1888. The new officers were then installed.

Mr. Mott on taking the chair made a forcible speech predicting a large increase in membership, and successful efforts to improve the roads etc.

Mr. Carr also made a speech.

Mr. A. E. Mealy moved that \$250 be set aside as a legal fund to be used to defend the rights of wheelmen of the Maryland Division, adopted. On motion of Mr. R. M. Lockwood a committee of three was appointed to look into the matter of publishing a Maryland Road Book, said committee to report to the Board of Officers, who be given power to act. Mr. E. F. Le Cato moved that a committee of three be appointed to select an official organ for the division, and to report to the Board of Officers. Adopted.

On motion of Mr. Clymer White a vote of thanks of the division was given to Mr. Mealy for his untiring energy in bringing the division up to such a prominent position in the L. A. W. while Chief Consul.

The meeting then adjourned.
Fraternally,
G. W. H. CARR,
Sec.-Treas.

Minnesota Appointment.

I take pleasure in appointing the following gentlemen to serve as Local Consuls for the ensuing League year:
Brainerd—H. D. Powers.
Currie—J. Henry Long.
Dover—M. J. Manchester.
Duluth—R. M. Foote, 113 East 2d st.
Fairmount—H. W. Beecher.
Faribault—Louis Fleckenstein.
Fergus Falls—Grant Morton.

Minneapolis—Charles Barwick 17 North 1st st.
Owatonna—B. C. Lund, 224 Lincoln st.
St. Paul—George Howard.
Stillwater—F. E. Scoville, Box 1164.
Warren—Walter J. Wood.
Winona—William D. Chandler.

These appointments are made in the belief that each of them will do all in his power to advance the cause of cycling in general and to increase the membership of the Minnesota Division in particular.
My P. O. address is Box 380 and my place of business, 212 Hennepin avenue where I shall be pleased to see all wheelmen who may visit the city.
T. M. SLOSSON, Chief Consul.
Minneapolis, September 7, 1888.

Iowa Division.

I beg leave to submit following my final financial report, for term ending Aug. 31, 1888:

1888.	Cash.	Dr.
May 29.	On hand at spring meet,.....	\$80.30
June 5.	From A. Bassett acct., dues 2d quarter, 7.25	
July 20.	" " balance " " " " " " " "	2.25
Aug. 31.	Sale tour badges,.....	6.40
		\$96.20

1888.	Cash.	Cr.
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June 5.	By order 30 C. C.'s expenses to Balti- more,.....	\$40.00
June 5.	" " 31 Secretary's stationery,.....	4.25
" " " " 32 C. C. postage,.....	2.00	
" " " " 33 printing tour circular,.....	1.75	
July 2.	34 printing tour itinerary,.....	8.50
" " " " 35 Election circular,.....	2.25	
Aug. 13.	37 Tour badges,.....	10.00
" " " " 37 Sec. Treas. postage, etc., on corre- spondence, circulars, etc.,.....	13.35	
" " " " 38 Dainer Williams, acct. tour,.....	5.00	
" " " " 31. Balance on hand transferred to H. B. Cropper, Sec. Treas. elect,.....	9.10	
		\$96.20

J. F. RALL, Sec.-Treasurer.
Cedar Rapids, Ia., Aug. 31, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 156—Total 60—11,343.

Boston, Sept. 14, 1888.

CALIFORNIA DIVISION—1—375.

Unattached. Vacaville

20550 Force, D. H., Vacaville

CONNECTICUT DIVISION—9—461.

Meriden Wheel Club. Meriden

20558 Carter, W. H., Meriden

20559 Fisher, Emil A., Meriden

20560 Gibbs, Harry, Meriden

20561 Hall, Arthur, Meriden

20562 Hall, E. W., Meriden

20563 Hinsdale, C. J., Meriden

20564 Palmer, H. A., Meriden

20565 Rice, W. P., Meriden

20566 Powers, F. A., Meriden

DISTRICT OF COLUMBIA DIVISION—1—152

Unattached.

20551 Meeds, B. N., 324 Va. ave., S. E., Washington

ILLINOIS DIVISION—4—706.

Illinois Cycling Club.

20596 Hagaman, Chas., 341 So. Canal st., Chicago

20597 Wing, J. M., 743 W. Congress st., "

20598 Vankirk, R., 211 Monroe st., "

Quincy Bi. Club.

20599 Haun, Jno. H., 122 So. 5th st., Quincy

IOWA DIVISION—1—166

Unattached.

20567 Miller, Ben. E., Iowa R. R. Land Co., Cedar Rapids

LOUISIANA DIVISION—4—55.

La. Cycling Club.

20545 Birchfield, W. W., 211 Camp st., New Orleans

20587 Drew, C. K., Jr., 136 Gravier st., "

20589 Hathorn, W. M., 44 Dublin st., "

Unattached.

20588 Fourton, C. H., care F. azende & Sexias "

MAINE DIVISION—2—135.

Skowhegan Wheel Club.

20553 Dunton, Edgar C., Winter st., Skowhegan

Unattached.

20552 Pierce, Harry P., 80 North st., Portland

MARYLAND DIVISION—1—446.

Unattached.

20554 Gilroy, W. S., 1040 N. Broadway, Baltimore

MASSACHUSETTS DIVISION—1—1197.

Unattached.

20600 Bolter, Thos. H., Gazette Printing Co., Northampton

MISSOURI DIVISION—3—334.

Unattached.

20601 Rittenhouse, Harry S., Jonesboro

20590 Woodson, T. P., St. Joseph

20595 Peirce, Chas. A., St. Louis

NEW YORK DIVISION—2—2353.

Rome Ramblers.

20568 Kingsley, S. B., 125 E. Liberty st., Rome

Unattached.

20546 Shaver, J. Wm., Marathon

OHIO DIVISION—11—902.

Forstoria Bi. Club.

20591 Gilbert, Harry, Forstoria

20592 Mickey, Harry E., "

20593 Hogue, H. H., "

20594 Mergenthaler, Wm., "

Unattached.

20570 Loewenstein, A. H., 126 Vine st., Cincinnati

20571 Mitchell, W. D., cor. Front and Main, "

20572 Strauss, W. J., 237 W. 5th st., "

20573 Weil, Emil, Bigelow ave., Mt. Auburn, "

20574 Workum, J. C., 573 W. 5th st., Cleveland

20575 Spink, F. E., 52 Public sq., Negley

20547 Southern, A. W., Holly P. O., "

PENNSYLVANIA DIVISION—13—1424.

Unattached.

20602 Bredin, Jno. C., Leechburg

20603 Robinson, F. F., "

20573 Eadie, Geo. D. D. S., Loch Haven

20574 Cornwall, Geo. H., Oil City

20575 Duncan, G. C., "

20576 Filson, W. B., "

20577 James, D. K., "

20578 James, W. B., "

20579 Lowentritt, Barney, "

20580 Maitland, E. G., "

20581 Robinson, Jos. E., Pittsburgh

20557 McQuaid, Chas. E., 28 5th ave., Susquehanna

20548 Pride, F. H., "

RHODE ISLAND DIVISION—3—246.

Unattached.

20582 Clapp, Otis F., 11 Bridgman st., Providence

20583 French, Henry D., Box 21, "

20584 Smith, Benj., 26 Prairie ave., "

TEXAS—2—29.

Unattached.

20604 Boarma, F. V., 506 Elm st., Dallas

20585 Dimmick, R. S., W. U. Tel., El Paso

VIRGINIA DIVISION—2—107.

Norfolk Cycle Club.

20586 Warrington, A. P., 8 College place, Norfolk

Unattached.

20549 Meagher, A. Chas., care Glamorgan Iron Co., Lynchburg

The ♦ New ♦ Star ♦ Safety ♦ Bicycle

With 39-inch diam. Driver and 24-inch diam. Steering Wheel.



Its advantages are many. The Best of all Hill Climbers. Speedy on the road. Easy learning and comfortable riding. Intending purchasers will do well to try this wonderful little machine.

FOR CATALOGUE AND PRICES ADDRESS

H. B. Smith Machine Co.,
MANUFACTURERS OF STAR BICYCLE,
SMITHVILLE, N. J.

AT BUFFALO, OUT OF 25 REG- ULAR BICYCLE RACES 15 WERE WON ON CO- LUMBIAS.

THE FAMOUS, STAUNCH, RELIABLE
Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.



\$1.00 a Year.
5 cents a copy.

BOSTON, 21 SEPTEMBER, 1888.

Volume XVII.
Number 21.

*Butcher's
9/5/88*

... yesterday and
... and city wheel-
... the evening the Ramblers gave a theater party
in honor of their guests. The boxes at the Academy
being occupied by merry members of the L. A. W.
At headquarters last night everything was lively
and gay despite the weather.
On the registry book of the guests at the Buffalo
"Bike" Club-house each one is requested to give
the style of wheel ridden. It may be of interest to
wheelmen to know that the Victor leads the "crank"
machines, while of the safety type, more of the Vic-
tor riders are ridden than all others combined.
H. E. Ducker piloted a party of out-of-town cyclists
to the same place; his party was graced with the
presence of several lady riders, which is a sufficient
guarantee that a pleasant time was had.
At 1
mile
pr

used yesterday.
shows inattention.
The Erie will sail about
-morrow for St.
... time ...
... Railway is
the ... public two
... and Kans-
San Francisco.
Also bear in
taking "The
tical"

SPECIAL.

All Advertisements in this Department 20 cents a line.

\$85 BUYS Rover Safety. \$75 Columbia 53-inch Light Roadster. \$40 Standard Columbia, 52-inch; \$70 Challenge, American, 54-inch, new; all in good condition. Would exchange in use. Write to us. WELCH & ROGERS, Bainbridge, N. Y.

FOR SALE—New Wheels at big discounts—52-inch Victor Roadster; 54-inch Victor Light Roadster; 52-inch New Mail; 51-inch Special Star; No. 1 Springfield Roadster; No. 2 Springfield Roadster. Write to us. WELCH & ROGERS, Bainbridge, N. Y.

FOR SALE—New Columbia Light Roadster Tricycle, \$125. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write C. H. METZ, Utica, N. Y.

FOR SALE—One Lady's Columbia Two-Track Tricycle; one 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address PALLISTER BROS., Ottumwa, Iowa.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indianapolis Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20 Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed. THE JOHN WILKINSON CO., 55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.



L. A. W. BADGES, For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON, 177 Middle Street, Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Disccovered the manner of their fettering out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

THE NATIONAL A HIGH GRADE BICYCLE



THE CENTAUR MEDIUM GRADE YOUTHS APOLLO WHEELS

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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100 Sudbury St., and 243 Columbus Ave., BOSTON, - - MASS.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals, CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP**, Dayton, Ohio for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

READ THIS!!!

D. W. L. BATTLES, Dentist, Union Block, GIRARD, Pa., Aug. 16th, 1888. L. H. JOHNSON, Esq.: Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning. I am well pleased with it, as it fully comes up to my expectations. Yours very truly, W. L. BATTLES, D.D.S.

FULL LINE OF SPECIAL BARGAINS

In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

LLEWELLYN H. JOHNSON,

401 and 403 Main St., - ORANGE, N. J. Telephone 95.

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

15 cents per copy; 7 copies for \$1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap-Toilet Requisites; Calmativus—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—52-inch Apollo Light Roadster. \$70. F. A. W., 1612 Brown st., Philadelphia, Penn.

\$25.00 REWARD will be paid for the return of a New Columbia Velocce No. 820, which was stolen from W. M. Frisbie Company's store, 16 Crown st., New Haven, Conn., or the arrest of the person who gave his name as John Crowse, who checked it to Birmingham, Ct., on the 7-30 P. M. train, N. H. and D. R. R., Sept. 8, 1888. W. M. FRISBIE CO., New Haven, Ct.

WANTED—A good 48-inch Special Star, late pattern. Would like to hear from those wishing to sell. Address E. D. HARVEY, Humboldt, Iowa.

FOR SALE—Marlboro' Club Tandem Tricycle; in first-class condition; ridden but a short time. Price \$175. T. J. JOHNSON, Box 50, Washington, D. C.

FOR SALE—One '88 Marlboro' Tandem; run 150 miles. Price \$175. One Straight Steering Tricycle. These are bargains. E. P. BURNHAM, 25 Park st., Newton.

FOR SALE—Tricycle, almost new; owner sells on account of health. Apply at once to "TRICYCLE," this office.

STAR FOR SALE—SS pattern, 48-inch Special enamel finish, balls to front wheel, hollow handle bars, spade handles; in excellent condition. Price \$75. A. B. SCHNEIDER, 54 W. 9th st., Canton, O.

L. A. W. Attention.

SEND 2 CENT STAMP

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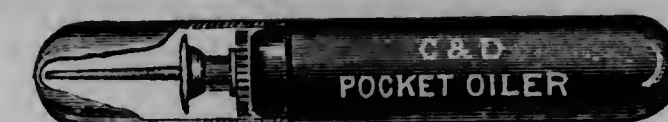
NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest illuminated Calling and Address Cards published in L. A. W. design.

Bicycle clubs or club members desiring cards with fac simile of club badge or of any particular design should write for estimates, as we are prepared to do work at lowest possible price. Agents Wanted.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

BICYCLING NEWS—the Cyclists' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

Jersey-Fitting Underwear.

HOLMES SUPPORTER



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made. Let every sportsman try them.

Price \$1.00.

Will send by mail on receipt of price. Send size of Waist and Hip.

Manufactured by **HOLMES & CO.,** 17 Kingston St., Boston, - - Mass.

OUR OFFER.

"Pedal and Path,"

Across the Continent "A wheel and A foot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers this book free on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - MASS.

BICYCLE HOIST.

(Pat. applied for.)

Cut 1-4 size.



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary. Saves flattening of tires. Send for circular.

Price \$1.50.

Discount to Dealers.

LINCOLN HOLLAND & CO., Worcester, Mass.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha. Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. One Dollar a year.

SAFETY INDISPENSABLE. By Henry Sturmer. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1888. For sale by Bicycling World Co., 12 Pearl st., Boston.

CHRISTMAS NUMBERS. The Christmas numbers of the Cyclist are profusely illustrated, and filled with entertaining reading matter. "Cyclodrom," and the current number, have made a furor in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmer and C. W. Nairn. \$2.50 per year, including postage.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.



Baltimore, Sept. 14, 1888.

Messrs. Wm. Read & Sons, Boston, Mass.:

Gentlemen—I have ridden the NEW MAIL constantly for four months, covering over 1200 miles. A great part of this riding has been done over some of Maryland's roughest roads, and the machine is as staunch and in as good condition as the day I bought it.

I am very much pleased with the machine, and I expect it to be my mount of the future.

As a hill climber it beats any straight wheel I have ever ridden, and I consider it a first-class all round machine.

You are at liberty to use this letter if you wish to.

Yours respectfully,

F. W. POPE,

Capt. of Balto. Cycle Club.

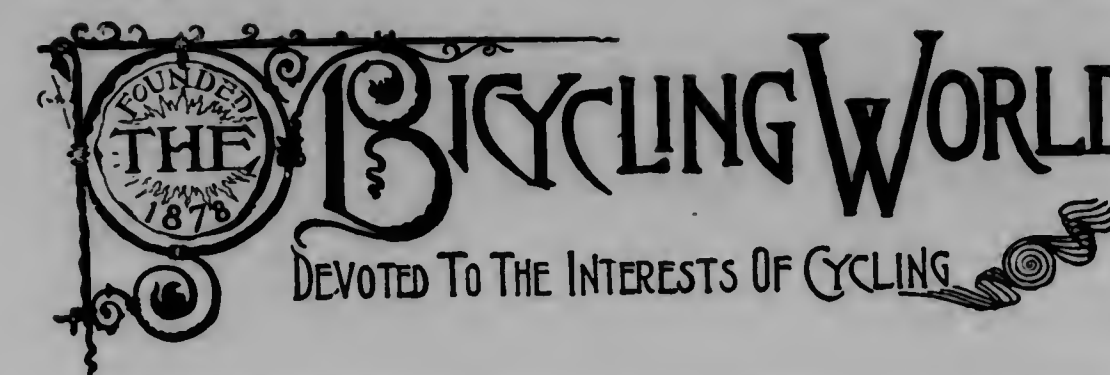
Brooklyn, N. Y., Sept. 13, 1888.

Messrs. William Read & Sons, Boston, Mass.:

Gentlemen—I wish to give you my entire approval of the NEW MAIL. My weight is two hundred and thirty-five pounds, and I have ridden the MAIL now one year without a single breakage of any part. The Ball Head is a great improvement.

Very truly yours,

A. DEL GENOVESE.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 21 SEPTEMBER, 1888.

DESIRES TO RETURN THANKS.

Editor Bicycling World: I have just returned from a six hundred-mile tour through Ohio, Kentucky and Michigan and wish, through the medium of your paper to thank the many "Wheelmen" I met for their kindnesses. I found the roads of Ohio very good, while those of Kentucky and Michigan were poor, the former rocky and hilly, the latter sandy. I ride a 53-inch Columbia Light Roadster and can speak in the highest terms of it. It is now as good as when I started out. If I can give any one information as to the roads I went over I will be glad to do so. I am,

No. 18724.

A VERY PROPER DECISION.

A DES MOINES, Iowa, exchange has the following:

"The bicyclists of this city will be interested in the decision of the Superior Court at Cedar Rapids: A lad of fifteen years appeared before Judge Stoneman to show cause why he should not be fined for frightening, with his bicycle, a horse, causing the animal to break from the control of his driver and upset the buggy to which he was attached, throwing the occupants, a lady and gentleman, against a barb wire fence, fortunately, however, injuring neither of them. The evidence disclosing nothing to charge the young man with criminal carelessness, he was discharged, the Judge delivering an opinion, which is of interest, as follows: 'The rider of a bicycle has the same rights in the public streets of any other vehicle and no greater right. He has the right to peaceably and in a prudent manner, and with a reasonable rate of speed, to travel along the highway. He is, alike with the driver of other vehicles, liable for all damage or injury to person or property of others, caused by his negligent conduct. He has the right to use the street for travel, not for circular evolutions, crossing the street to and fro, so as to interfere with the free use of the same by other travelers. The rider of

a bicycle has no right to use the sidewalks of a street, to drive his bicycle, no more than a drayman would to use the sidewalk to drive his dray thereon.'

MASSACHUSETTS DIVISION BOARD MEETING.

THE Massachusetts Division held a meeting at Young's Hotel last Saturday. Delegates to National Convention were Dr. W. G. Kendall of the Boston Club, J. B. Seward of the Chelsea Club, Robinson of the Charlestown, Sanford Lawton of Springfield. An appropriation of \$200 was made to cover the expenses of Chief Consul and Sec.-Treasurer's office. Committee on Guide Posts reported favorable progress and a special committee to still further push this branch of the work, was appointed as follows: W. H. Emery, Geo. A. Perkins and E. H. Kennedy.

KANSAS ROADS.

In reply to "16,827," inquiring about Kansas roads from Ellsworth to Topeka, I would say: Ellsworth to Kanopolis, 4 1-2 miles, good; Brookville, 23 1-4, good; stop at lunch room near railroad station. We had all we could hold for twenty-five cents. Salina, 39 3-4, fair; New Cambria 46 3-4, Solomon City 55, Abilene 69 1-4, Chapman 82, Junction City 96, all good; Ogden, 111, poor; avoid the military post, three miles east of Junction City unless you have some one to show you through (Hopkins indulged in some mild profanity there); Manhattan 122 1-2, St. George 130 1-2, Wamego 137 1-2; this was ridden on the K. P. R. R. track, the road being reported hilly and sandy; I wouldn't advise anyone to try it. Bellevue 145 1-4, St. Marys 152 1-4, road fair; Rossville 160 1-2, Topeka 182 1-4, sandy and rough. Can give the rest of the road from Topeka to Kansas City and from Denver to Ellsworth if any one wants it.

JOS. L. GARD, Denver Ramblers.

A PROTEST WHICH WE RESPECT.

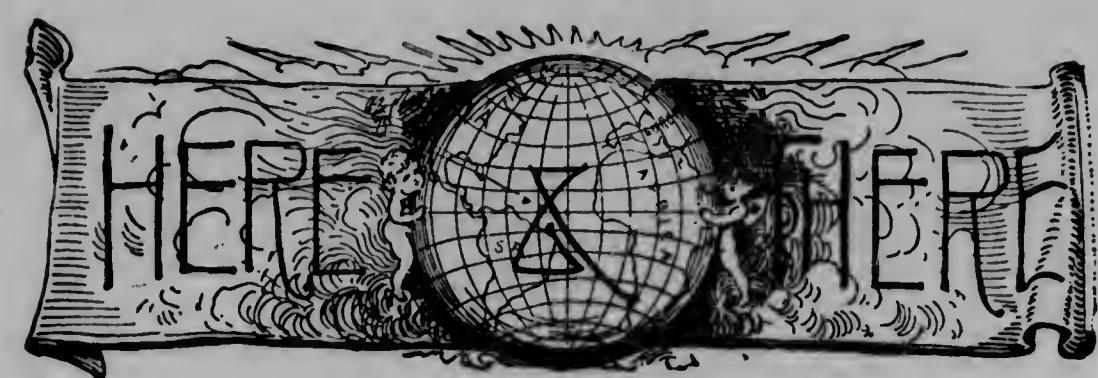
Editor Bicycling World: I would like to enter a little protest for the good of our League reputation against the rather common allusions in the columns of your paper, to the use of "spirits." It was a very good pun the first time it was made, but that was away back, before our fathers, even, were born, and for the last hundred years or so it has been used almost exclusively in "the vernacular," not in cold print.

So much for the literary side of the question; but may it not have occurred to some of our brightest correspondents that there are members of the League who have aesthetic reasons for disapproving of such allusions? There are some well-known things, which to some people are offensive even in suggestion. It is the glory of the L. A. W. that it numbers among its members and admirers a greater number of professional, educated, refined and influential people than any other sporting organization in the country. A writer must be strangely indifferent to his reputation for good breeding and knowledge of good taste in literary matters if he deliberately introduces allusions to eating and drinking which are likely to excite feelings of disgust in the minds of the better portion of his readers. In our judgment it is also an offense against the League to have anything appear in the writings of any bicycling scribe which can give support to the complaints which have been heard about "hoodlumism."

In the judgment of many well informed people it is not wise to say or do anything which may tend to encourage the hurtful practice of using artificial stimulants. It seems to be pretty well settled that for the best results in all physical training the less spirits used the better. On this ground such merry, Dickens-like allusions to what was carried and drank on such and such a run, etc., are calculated to have a detrimental influence on the quality of the manhood which we are fondly hoping will be developed by the use of the wheel.

L. A. W. 5436.

MR. A. T. LANE of Montreal writes us as follows: "Our new track is almost ready and we are to have some bicycles races on it shortly. On September 25th, 26th, 27th and 28th, we are to have a 'Fancy Fair' in aid of the new grounds fund. These grounds belong to the Montreal Amateur Athletic Association, of which the Bicycle Club forms one of the branches. The snow shoe, toboggan, foot ball, lacrosse, base ball and other clubs each have a table in the 'Fair' and the bicycle club take hold of the 'candy and fruit' department. Our Lady Percival has a staff of twenty-five young ladies to help her, all of whom are to be arrayed in bicycle club colors, blue and white, and with the M. B. C. cap and badge. The bicycle club are to hold a Chinese lantern parade on Thursday, 27th. Winter Carnival about decided on. We are to have a meeting tonight to take preliminary steps."



NOTES BY

THE "CAVILER."

I WAS rather surprised to learn from the *Herald* a few days ago that the prizes won in the races on Labor Day are being made, and will soon be delivered. If I remember rightly, the prize list consisted chiefly of pairs of bicycle shoes and subscriptions to local newspapers. I can understand that the shoes may be of the custom brand, made-to-order style, but must confess to being rather puzzled about subscriptions.

I HAVE made up my mind to join the Middlesex Cycling Club and carry my best girl in with me. If you are happy in the possession of a best girl you had better take my advice and join that organization. I will tell you why. It is because the Middlesex Cycling Club has saved more money for its members during the few months since its formation than has the League in a life of seven years. The price of admission is a mere bagatelle, and is sure to be returned several times over during your first week of membership. Every week you read of the club being invited to attend one of the city theatres by the manager of the same, who is happy to furnish free, all the tickets required. Each time an invitation is extended it means for you, a saving of \$3, and before the end of the winter you can have laid by enough to purchase a tandem in the spring. I don't know how this free blow business is worked, and I don't care so long as the racket is kept in active operation.

THE Board of Officers of the Massachusetts Division L. A. W. held a meeting at Young's Hotel last Saturday evening. By special request of the Board "Caviller" was present. The programme of exercises, previously mailed to the officers, announced that before the business meeting a \$2.50 dinner would be served. At the dining hour only six members had put in an appearance. Half an hour later two more straggled in, and it was not until nearly ten o'clock that we sat down to the table. I was given a seat beside Chief Consul Hayes, who was very kind and did all he could, in keeping, of course, with the dignity and importance of his office, to be affable and make me feel at ease. I promised to insert in the *WORLD* the several personal notices he suggested, and we were soon on as intimate terms as the frigidity and torridity of our respective natures would permit.

THE dinner was well under way, the exit of *consomme* had been followed by the course of boiled cod, said to have been caught off Scituate Beach by Dr. Kendall and his satellites, when two reporters, one shaved and the other be-whiskered, peeped in the door. With much cordiality they were invited to come in and take a seat in the corner. One of them looked as though he had not been "refreshed" for a month, so I offered him some of my red liquor, which he accepted with gratitude.

A FEW minutes later three members of the Board of Officers appeared, and shortly after they were followed by two more. I thought they would be pleased when they found that the dinner had only just begun. Instead they seemed grieved and disappointed, and in reply to the polite waiters, who hustled about to arrange them seats at the table, said that they "did not care for any dinner, having just eaten supper." A smile as of ill-suppressed incredulity, flitted from one to another about the table. It was whispered that there were two divisions in the Board of Officers, eaters and non-eaters. I could not help feeling sorry for the non-eaters, who sat with their chairs tilted back against the wall, and gazed with hungry and wistful eyes upon the good things devoured before them. I wished, for their sakes, that the dinner had not been served so late.

THERE should be a large attendance at the races of the Eastern Road Club to-morrow. The contests promise to be close, and well worth seeing. I shall be there mounted on the front seat of my tandem tricycle. For the convenience of a host of admirers who wish to know me personally I have agreed to wear a blue helmet, and my companion has promised to wear a red rose at her corsage.

ST. LOUIS.

"LINNEUS."

THE De Soto run was taken Sunday, Sept. 2, by ten members of the Missouri Bicycle Club. A more perfect day could hardly have been chosen, and those that took part enjoyed themselves immensely. The road was only in fair condition, and the sport was marred by a number of accidents. Hawkins broke the backbone of his machine near Victoria riding down, and Alex Lewis broke the same part of his machine near the same town riding up. Captain Lewis tried to show the boys how to ride through a creek, and coming in contact with a rock took a free bath. Holm pulled off the right side of his handle-bar on Kimmswick Hill, and had to foot it six miles to Kimmswick to catch the train. Dinner was had at a farm house an eighth of a mile beyond Bulltown, and right here I will state that the meal was above the average, and was topped off with two bottles of wine, for all of which the moderate sum of twenty-five cents per man was exacted. Cyclers making the trip will do well to ask for Leo. Koehler's place when taking dinner at this place.

PERCY STONE, A. M. Lewis and Jno. Hodgson will probably be the Missouri's representatives in the team race.

THE Cycle Club gave Hal Greenwood a banquet, followed by a smoker, at their club house Sept. 2d. Sixty-five of their members were present, and a number of speeches were made, to which Hal responded in his usual happy manner.

HARRY D. RITTENHOUSE, of Jonesburg, Mo., has sent in an excellent report of the roads of Warren County, heretofore but little known to wheelmen. Consul R. N. Bowden did the same for Linn County, of which no report was had to date.

THE cyclers of Quincy, Ill., headed by Captain Tom White, will visit us Sunday, and a joint run in their honor is now being arranged by the Captains of the two clubs. On account of the dusty condition of the roads no extended run will be taken, but the visitors will be shown the town and taken through the park instead.

THE bicycle races at the Knights and Ladies of Honor entertainment came off duly as announced, on Sept. 6. The races were run on the trotting track at the Fair Grounds, and resulted as follows: One-mile handicap—Frank Mehlig (50 yds.), first, in 3.12. Mile novice was won by A. R. Gilmore, in 3.28. Percy Stone rode a racer in the mile handicap, and was badly beaten on account of the wheel cutting through the soft surface.

CAPTAIN SANDERS, of the Cycle Club, called the first run since his illness Sunday, Sept. 9, to St. Charles, and in honor of the event twenty-six members took part in it. Conspicuous among them was Bob Clarke, who carried a gorgeous red, white and blue sash tied around his waist, *a la* Ripley Road Club. Coming back the ride developed into a scorch, and Ed. Bates claims that he and the balance of his friends rode the distance from the Galt House in one hour and forty-six minutes, a statement which is received by many with a broad smile.

EX-CONSUL AL. MILLER, now a resident of Galesburg, Ill., writes: "Part of Ralph Temple's stable of wheels arrived in the city last Saturday. There are six bikes in all. He has two 'Swift' safeties that are beauties; one is a racer, weighing probably twenty-five pounds in all. His family live here, and they all eat, drink and sleep Ralph Temple. He has certainly been a good son to them." All of which I am glad to hear, and I trust that neither Mr. Temple nor my correspondent will find fault with me for letting the *WORLD* know it.

GEO. E. TIVY got back from Buffalo Tuesday, and was congratulated by his friends for the good showing he made in the *BICYCLING WORLD* 100-mile race. Tivy says that but for a number of accidents and delays he would have shown up nearer the front. Between Evans Centre and Bay View he lost thirty minutes in endeavoring to ride with a clogged back wheel, caused by a stick being caught in the forks. He made up for time lost, however, and at Limestone Hill was only eleven minutes behind the leader, whom he certainly would have caught but for a freight train which obstructed the road between Limestone Hill and Buffalo, causing another delay of six minutes. Official reports show that he was the freshest man at the finish, and but for the delays would certainly have won the race.

THE Missouri Division meeting is booming, and the attention is called to notices of Chief Consul Brewster and the Chairman of the Touring Board in the official department of this paper. L. S. C. Ladish writes: "Both club (United Wheelmen) and tournament are booming and growing. The track will be made of cinders mixed with clayey dirt, sprinkled, rolled and packed down. Work will begin on the track on Sept. 13, and be pushed day and night, if necessary, to have it ready for training purposes by Sept. 20. With proper attention a track built in this manner can be made as fast as

the fastest. Rain will hardly hurt it, a few hours at most sufficing to make it as dry and polished as a bone. The Exposition people are leaving all these things to me, and it won't be my fault if they are not strictly first-class. The illuminated parade will be a good one. Every man in line will be supplied with Bengal lights. The United Wheelmen will show up in white swallow-tail coats and white plug hats."

PENNSYLVANIA.

"ARIEL."

LAST Wednesday evening a gentleman from Germantown and his sister were riding down Broad street on their tandem tricycle, and when near Montgomery avenue a child ran directly in front of the machine. Although they turned so sharply as to buckle one of the wheels they could not avoid running over the boy. He was bruised, but not seriously injured, but a policeman took the gentleman to the station house where he was released by some friends going his bail.

THE most important event in cycling circles, this week, has been the State Fair races which were postponed from Monday, the 10th inst., to last Saturday, and full details of which I send you in another column.

THE postponement of the above races to Saturday was responsible for the deferment of the trip of the Pennsylvania Bicycle Club to Orange and Newark as the guests of the Hudson County Wheelmen. The visit will now be made on Saturday, September 22d, and a first-class programme has been laid out by the H. C. W. for the entertainment of the visitors.

RAIN prevented another visit on Sunday—that of the Capital City Wheelmen of Trenton—who were to have made their second attempt to wheel down to this city as guests of the Century Wheelmen. They have been twice prevented by rain and hope the third attempt will be successful.

TOM ROE of Chicago was one of the spectators of the State Fair races on Saturday, in company with Lieutenant Shaffer of the Centurians. Both were in high feather over their Buffalo trip and state that the Ramblers' entertainment of the visiting wheelmen was beyond all praise. Shaffer was elected an honorary member of the club. Roe was out on the Lancaster Pike, Friday afternoon, and meeting a New York Wheelman, the discussion waxed warm as to racing, ending with a challenge to an extemporaneous mile race then and there, for a medal. The Chicago man rather surprised his opponent, but the latter did the square thing and the next morning the medal was delivered to Roe.

DAMPMAN, McDaniel and Merrihew were interviewed by your correspondent at the races on Saturday, in regard to the Bi. *WORLD* 100-mile road race. Merrihew's race, in particular, was a wonderful struggle of endurance as he had nothing to eat whatever. Had it not been for this fact the Wilmington Wheel Club would have finished first, second and third. As it was, Merrihew thinks he would have gone into third place had he not been delayed five minutes by a train on the outskirts of Buffalo. To add still more to the feat, Dampman had never ridden over sixty-seven miles—that being his greatest distance. I doubt if there is a club team who can down the Delaware boys at a long distance race.

MERRIHEW showed me a copy of the Reading (Pa.) *Herald*, of last week in which Wilhelm is reported as saying in re the proposed 25-mile road race between the Wilmington and Reading teams, that the Wilmington Club could race better with their mouths on paper than on the road; that Dampman was the only one of the team who could ride a little bit; that he *had* been good at one time, years ago but having stood still instead of improved, could not race with last men; etc., etc. There was a good bit of feeling among the club men over this remarkable effusion, and I hope that Mr. Wilhelm has not been correctly quoted. It is hardly like Irv. to make remarks of that sort, and he owes it to himself to set the matter straight. Certainly no one could say anything of the sort about Dampman after the 100-mile race, to say nothing of McDaniel and Merrihew, and the Wilmingtonians say that if the Reading Club will only come out and name a date for the race, they will endeavor to prove to them that they can ride down here as well as at Buffalo. The race will be for blood if it does come off and I want to see it.

FROM present indications the race meet of the Tioga Cycling Club—programme for which has already been published—is going to be one of the largest held here for years. Chairman Gideon has been writing day and night on the affair and has been ably seconded by the club members. Due to his efforts are the entries of Windle, Kingsland and the Banker Brothers. The latter will bring their tandem bicycle with them and give Hill a race, while Halsteads entry insures some lively time between the flyers. One of the best

features of the races is the fact that all the events are short ones. Experience has shown that your five and ten mile races simply *kill* all interest in outsiders. The programme will be the handsomest and most elaborate ever given in this locality. Mr. Gideon showed me the sample to-day and I can vouch for their novelty and beauty. Ladies will receive special attention at these races and a number are expected.

CHICAGO

ITEMS.

OUR boys are nearly all back from Buffalo. They all report a good time, though they say it wasn't up to the old Springfield meets. This was doubtless largely due to the bad weather and poor condition of the track. The Chicago delegation returns with thirteen prizes, not so bad a showing, with Lumsden out of condition the first two days and Van Sicklen's bad fall just as he was getting in racing trim. Every one seems to have some expression of sympathy for Van in his misfortune. His accident will certainly spoil him for racing the balance of this year, if not for all time.

TOM ROE, the favorite for the novice races (and some others, too, for Tom is not slow), broke his machine in the first race, and although he had another wheel available, refused to race any more. Brace up, Tom, you had a sure thing in some of the events, and should not let a slight breakage blight the record of so promising a victor.

THE Lincoln Cycling Club hold their "Grand Opening" on the 18th, and will have a big "blow out." Promenade concert from 8.30 till 9.30, and dancing until the "small hours."

FOLLOWING the Lincoln party comes the Chicago Bicycle Club, with their opening reception, season 1888-9, at Jackson Park Pavilion, Friday evening, Sept. 21st. With a floor that is perfection itself, Frieberg's orchestra to "keep time," and Messrs. Schmidt, Thorne and Bogue as the committee in charge of the affair, it goes without saying that the event will prove a success, as what these gentlemen do not know about dancing is not worth knowing.

IF the "Rover type" craze keeps up at the rate shown during the past six months there will not be an "ordinary" in Chicago three years from now. I have heard so many "ordinary" riders say that their 1889 mount would be a safety that I would advise every one to place their orders for safeties before the snow goes, and avoid a long wait, as it is my candid opinion that makers will be unable to fill orders for this type of machine next season. My order has already been booked.

THERE is some talk of another race meeting to be held on the grounds of the Cheltenham Athletic Club the latter part of this month. Hope it may come to pass, as I find bicycle races to be very interesting to a spectator, more so than a horse race, and I believe that the public will grow to see it in this light within a few years.

TERRE HAUTE.

"RAMSHORN."

It has been some time since you have heard from the cycling centre of Indiana. The venerable "Hicks" seems to have suddenly disappeared. Cycling is still on the boom here, and the boys manage to keep things lively. The Terre Haute Bicycle Club will give one of the grandest fall tournaments that ever was seen in Indiana, on Oct. 3d, 1888. "Senator" Morgan and his team will be here in their glory, and Sammy Hollingsworth and his brother, Len, the long distance wonders of the West, will be on hand.

WE are sorry to hear that the weather interfered with the Buffalo meet, as we expected it to be a big success.

THE club will move into larger quarters the first of the month, as the club's increasing membership has outgrown its present quarters.

THE boys here are happy over their victory through Mr. Hulman, and are all anxious for the 3d of October, when they will let themselves out.

AS soon as the dust settles the boys will make a run to Turkey Run, thirty-five miles north of here, where they will meet the Crawfordsville boys. An hour or two will be spent in inspecting the place, when the return trip will be made.

THE Montgomery Co. Fair Association gave a series of three day's race at Crawfordsville this week. Some of the races postponed by the Ramblers on the Fourth of July were run off, among them the one-mile State championship, which has caused a great deal of rivalry between this city and Crawfordsville. Chief Consul

J. Fred Probst, Secretary-Treasurer N. Smith, E. Hulman, E. Meissel and E. B. Parker composed the delegation from Terre Haute; J. Zimmerman, A. Taylor and Thos. Hay, of Indianapolis; Len Hollingsworth, of Russiaville, and several local towns represented. The new quarter-mile track was in poor condition, being very rough, good time was made, however, considering the track. A summary of Thursday's races is as follows: One-half-mile dash—A. Lee, H. D. Gilkey, L. Hollingsworth and J. Zimmerman; they finished in the order named; time, 1.36 1-5. One-mile L. A. W. championship—E. Hulman, A. Taylor, A. Wilhite, E. Meissel, A. Lee, L. Hollingsworth, Tom Nickolson, and A. Eastlack, finishing in order named except Nickolson and Eastlack, who dropped out at the third lap; time, 3.18. The third and last race of the day, a two-mile lap, was won by E. Hulman, with 74 points; L. Hollingsworth, second, 65 points; A. Taylor, third, 61 points; John Alfrey, fourth, 58 points; Thos. Hay, A. Wilhite, S. B. Boggs, J. C. Boggs, H. D. Gilkey and E. Meissel dropping out at different parts of the race; time, 6.15.

PORKOPOLIS NOTES.

"STAR."

The Crescent Wheelmen—called by certain envious persons the "Curbstone Club"—is an organization of six young and enthusiastic wheelmen of this city. They have no quarters as yet, but are very hopeful as to the future. They are scorches of the first magnitude and not infrequently make runs to Connersville, Oxford, Dayton, Urbana, Lexington, Xenia, and other equally remote points.

The Walnut Hills cable cars are said to have turned to their present color (yellow) on seeing Dr. Green scorch up Gilbert avenue at a four-minute gait.

E. R. WEBSTER, who makes occasional trips to Hamilton, and who rides like one pursued, is another wheelman who will not attend a club run for fear he cannot keep up!

OUR astute representative, M. A. High, says that that hill-climbing contest is all a "no such thing," and that if he ever gets his hands on the fellow that started that report he'll—!!!!

AMONG the pictures representing the development of various arts and industries that are on exhibition in the Government Exhibit of the Centennial, is a series of some twelve cuts illustrating the development of the modern bicycle.

WHY is it that some people are so envious? Whenever a race is won by little Willie Greenwood, the rival of our Burroughs, there are some that are narrow enough to assert that if his competitors had known how to ride the result would have been different.

L. BENCKENSTEIN, who has practiced on that hill that leads up to his house till he is thoroughly familiar with each square inch of its surface, is said to take a fiendish delight in luring unsuspecting wheelmen to their fate by persuading them that it is an easy hill to climb.

A PROCEEDING in *quo warranto* has been filed in the Circuit Court to compel the Walnut Hills, Madisonville and Plainville Turnpike Company to show by what right they are exercising the functions of a corporation. The company have allowed the pike to wear out and become almost impassable, and this proceeding is expected to lead to the repair of this pike either by the company or the county.

ON Sunday, Sept. 9, the Cincinnati Bicycle Club was entertained by Mr. Julius Benckenstein and his genial spouse at their elegant residence on the heights to the west of Wyoming. Among those present were the sedate Galway, the pretty Miller, the pugilistic Nash, the silent Nelson, Air-Brake Norton, Pigman the kicker, Schultz the pusher, and the irrepressible "Toot" High, with his inevitable camera, who took the house, the grounds, a few trees, two hammocks, some base-ball bats, a couple of dogs, several colts, and in fact everything he could get his camera focussed on.

SYRACUSE.

"SALINA."

The Syracuse Cycling Club has arrived home from their trip to Buffalo, and are loud in their praises of the treatment they received from the Buffalo wheelmen. All are more than pleased with the trip, and declare the Bisons to be bricks, and not soft at that. With their yell, badges and bugler the Syracuse boys made an impression on the fraternity, and hope to renew the many pleasant acquaintances they made during their stay.

A SPECIAL meeting of the club will no doubt be called for next Monday evening, and plans for the winter will be discussed at length. Perhaps a series of entertainments will be arranged, which

might be beneficial to our coffers. There is plenty of talent in the club which might, and ought to, be put to advantage, and which would serve to occasionally pass a very pleasant evening.

A CLAM-BAKE at Pleasant Beach is being projected by some of the local wheelmen. A good idea; and we would suggest that suitable prizes be offered for the biggest clam, the heartiest eater, and the man who can tell the biggest story.

THE time made in the WORLD road race was indeed wonderful, considering the weather and condition of the roads, and Dampman, McDaniel and Merrihew showed unlimited nerve by the way they stuck to the track, despite the unfavorable conditions.

THE success of "Doodles" at taking headers is something remarkable. Those who rode in from Fayetteville one morning will remember "how green the grass grew" where he fell. He has added still another scalp to his belt of falls; this time near Niagara Falls.

ABOUT six weeks more of good riding and then the wheels will be cleaned and put away for the winter. Then the gay and festive wheelman, resplendent in his seal-skin ulster and cap, will hie himself to the hills to coast and break his record of walking up hill. The Cycling Club will this winter own a pair of bobs, and hope to show the people of our city that they can hustle in winter as well as summer.

WE don't know anything about it, but a little bird told us that our Jim Becker was about to move to Buffalo. Rumor says that he had a fine time there during the fair, and that he has become so infatuated with one of Buffalo's fair daughters that our salt city no longer has any attractions. Oh! do come back, James, and we will willingly admit that you "slept by the window" on that memorable night, and will transfer your title of—well, "you know!"

"THE best laid plans of mice and men," etc. The Cycling Club is not a veritable Jonah, but we certainly had some hard luck last week. Considerable enthusiasm has been displayed since the return from Buffalo, and the club decided to attend the theatre in a body. So tickets were purchased for Thursday evening, Sept. 13, but Thursday morning the theatre burned to the ground, and nothing was left but a few bare walls and blackened timbers. The club rooms are directly opposite the ruins and from our windows a grand view of the fire could be had. Several members availed themselves of the rooms the morning of the fire. However, we are not to be "done" so easily, and will try the theatre racket again, and if our other Opera House burns up, why we will ride out of town somewhere and see some "barn-stormer" get in his work.

FOUR things we have noticed:
That President White smokes.
That Color-bearer Cherry *sprained* his wrist.
That Charlie Wood has a game leg.
That "Bill" Nye has contracted for numerous suppers after election.

NEWS

AND COMMENT.

It was a thrilling sight to see the earnest efforts of W. F. Knapp and H. G. Crocker to avoid the close companionship of a certain stout gentleman at Hartford last week, who seemed specially anxious to have close communication and obtain actual personal contact with those two well known flyers. As the desire was not mutual, it is unnecessary to say that the stout gentleman failed of his purpose.

EAST HARTFORD races Sept. 29th.

PROVIDENCE tournament Sept. 25th. Remember the date and go.

W. S. MALTBY, the trick rider, is projecting a professional trip to Brazil.

STILL another case of arrest and fine for riding on the sidewalks of Olneyville, R. I.

COL. POPE is once more to be found at No. 79 Franklin street, after a short trip abroad.

THE Eastern Road Club race will start from Faneuil House, Brighton, at 2.30 to-morrow.

MR C. HILL, in England, lately covered 293 miles within the 24 hours. He rode a geared Facile.

THE New Jersey Division meet will be in full blast by the time this reaches many of our readers.

QUINCY, Ill., will give a big tournament Oct. 9, 10, 11. We will print programme in our next issue.

A Letter That Needs No Comment.

DETROIT, Mich., Aug. 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

Gentlemen—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the meet in 1887 there were 60 wheels, and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade, there were 34 American Champions—an increase from 1-60 to about 1-3.

I can PROVE that there have been more American Champions sold in Michigan this year than any other TWO makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders too. Three out of five races at St. Johns were won on Champions. A \$250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly,

C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by Jno. A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

EAGLE ROCK CLIMBED NINE TIMES Thursday afternoon, August 23d. Start was made at 4 P. M. and finished at 6.25 P. M., when darkness interfered. This is a two minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York ave., Jersey City, N. J.; Geo. J. Pforr, 64 Washington st., Chicago; Herman Kneised, 97 Webster st., Jersey City, N. J.; S. C. Wells, 365 Broad st., Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

We are now delivering Ramblers with a reasonable degree of promptness.

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For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

Providence Does Not Propose to be "Left."

THIRD ANNUAL TOURNAMENT

OF THE

Rhode Island Division, L. A. W.,

WITH THE STATE FAIR AT

NARRAGANSETT PARK, TUESDAY, September 25th, 1888.

LIST OF RACES.

- | | |
|--|--|
| 1st. 1 Mile Bicycle R. I. Championship, 1st, Gold Medal, 2d, Silver Medal. | 8th. 3 Mile Special, between W. A. M. Scott, present 1 Mile Champion of R. I., G. P. Hutchins, Champion of the R. I. Wheelmen, for a Gold Medal. |
| 2d. 1 Mile Bicycle Novice Race, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal. | 9th. 1 Mile Tricycle Handicap, 1st, Gold Medal, 2d, Silver Medal. |
| 3d. 1 Mile Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal. | 10th. 1 Mile Bicycle for Boys 16 yrs. old or under, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal. |
| 4th. 2 Mile Safety Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal. | 11th. 1 Mile Club Team Race (3 men each) Prize Club Banner with Medals to members of winning team. |
| 5th. 1 Mile Tandem Tricycle, 1st, 2 Gold Medals, 2d, 2 Silver Medals. | |
| 6th. 3 Mile Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal. | |
| 7th. 1 Mile Safety Bicycle, 1st, Gold Medal, 2d, Silver Medal. | |

This will be a harvest for racers, as 28 medals will be given.

We can assure all that No better Amateur Tournament will be given this year.

These races are for Amateurs only, and will be run under L. A. W. rules. The Committee reserve the right to refuse any entry. Entries close **Saturday, Sept. 22d**, and must be accompanied by Entrance Fees, **or they cannot be accepted.** The entrance fee in all races will be \$1.00, except Tandem Race, where it will be \$2.00 for each machine, and Team Race, where it will be \$3.00 for each team entered. Entries may be sent to

RACING BOARD { Geo. R. McAuslan, Chairman,
E. M. Bixby,
C. I. Campbell.
P. O. BOX 161, PROVIDENCE.

CLUB CYCLES

AT BUFFALO WON

**9 First Prizes,
12 Second Prizes,
6 Third Prizes.**

The Marlboro Tricycles and Swift Safeties swept the boards.
Send for Second Edition of 1888 Catalogue.

THE COVENTRY MACHINISTS' COMPANY, LIMITED.

239 Columbus Avenue,

BOSTON.



INCER CYCLES

Extract of Letter from W. S. Doane, now on his way from Denver to Boston, (Dated August 25.)

"I can fully agree with you regarding the Apollo, and would say that I have thorough confidence in the wheel, and that is saying a great deal more than I could about the —. I think without any doubt that the Apollo is the finest, easiest-running and strongest wheel I ever rode, and I only hope that I shall always be able to ride one, as up to the present date there is no wheel in the market that suits me better, and I can tell you I have ridden very, very hard for the last week, hard enough to tear any ordinary wheel to pieces."

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

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Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsteds Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited.

KINGSTON KNITTING CO.



Correspondence invited.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co., 12 Pearl St., Boston.

ALLARD, Dubois and Lee sailed for England last Saturday not over enthusiastic at their success while here.

EX-CAPTAIN WHITNEY will probably return to Boston permanently, having leased his sheep ranch in New Mexico.

HENRY F. CAMPBELL, of Providence, R. I., succeeded in climbing College Hill five times without a dismount, which is record for that hill.

THE Portland Wheel Club were to have been the guests of the Massachusetts Bicycle Club last Monday, but the rain prevented the carrying out of original programme.

THE English papers credit Mr. Pellant with the 50 mile road bicycle record in 3.14 6 2-5. We do not understand this as the 50 mile has been done by several much faster than 3.14 6 2-5.

MR. GERRY JONES has resigned his position as chairman of the Racing Board, and though President Kirkpatrick has accepted the resignation he has not yet announced Mr. Jones' successor.

PAULINE HALL, the Bouffe cantatrice rides a lady's bicycle. She rides because, as she puts it, "It preserves my appetite, my color, my vigor and my contour unblemished by adipose tissue."

IN the match 25-mile race between A. Gardner and C. C. Lee, of Chelsea, Mass., Lee fell at twenty miles and so badly injured himself that Gardner beat him by about ten minutes. Time of winner, two hours.

MR. EDWARD LEONARD, Local Consul of the L. A. W. at Auburn, N. Y., and Captain of the Auburn Cycle Club, was recently married to Miss Aggie A. Walker of the same city. Mr. and Mrs. Leonard took their bridal tour to Buffalo, Toronto, Montreal, Saratoga and New York.

GREAT preparations are being made in Chicago for a six-day race of eight hours per day, to be held at Battery D. Armory, commencing October 15, under the auspices of the Referee. The riders, among whom will be Knapp, Prince, Schock, Morgan and Mile. Armaindo, will receive half the gross receipts. The cost of the building and track, alone, will be over \$1000.

IN the championship at Buffalo, it must be remembered, the referee decided to place Temple one point back of all others, or in other words give everybody else a point over him, although Crocker, Knapp and Neilson were entirely out of the hunt. This decided Temple not to compete in the final race, for even if he won first place he would have finished last according to points. This was hard on Ralph.

A CORRESPONDENT from Chicago writes us as follows: "The ladies bicycle craze has struck us. House and Roe have sold some 15 or 20 of their Salvos during the past month. Hereafter we may expect ladies in attendance upon our runs. We shall, hereafter, have to be very decorous as the ladies must command respect—stop at all soda fountains, for with the advent of our lady members, the day of the festive beer garden has passed."

W. A. ROWE arrived at his Lynn home last Saturday, and left for Poughkeepsie, N. Y., on Thursday evening. "The world's champion," W. F. Knapp, illuminated "shoe town" and his handsome wife's abode on Monday, and since that time has been giving his English experiences for the benefit of Merrill & Whitten's numerous customers. "Dutch" Knapp was originally intended for a comedian, and the loss to the mimic stage is beyond calculation.

MR. J. B. KAERCHER of Pittsburg write us asking what gear and length of crank should be properly applied to an "ordinary road wheel." We answered that any gear or crank that is applied to the ordinary stock wheel of any maker. In the safeties we do not think any wheel is kept as a stock wheel geared below 48, nor are the cranks any longer than 6 3-4 inches. We should therefore think that the gear and lengths mentioned above would be the fair minimum and maximum to hold as limits.

THE Eastern Road Club race, 25 miles, will be started from the Faneuil House, Brighton, at 2.30 to-morrow over route as already published. The supplementary race for tricycles, single and tandem, will be started immediately the 25 milers have been sent along. The route selected for the three wheelers is from Faneuil House, Chestnut Hill avenue to reservoir, pass through gate, around upper driveway between the basins, Beacon street to junction with Washington street at the great sign boards near Newton Lower Falls, turn to right and follow Washington street through West Newton, Newtonville, and the hill to Brighton opposite the Faneuil House, turn to right up Chestnut Hill avenue to reservoir, going through the gate, turn to right around both basins, finishing at the reservoir.

Bicycling News says Temple is the fastest man of his size that ever crossed a bicycle. The same paper says, "To sum up the results of the tour, it is only fair to say that the American Team have ridden honorably and well; they have, we believe, satisfied everyone who has had anything to do with them. If they have won, they have been quiet; if they have lost, they did so with good grace. On behalf of many thousands of wheelmen, we wish Messrs. Morgan, Temple and Woodside success and a good home-coming in the Western Hemisphere." On behalf of the American Team, the WORLD extends hearty thanks for the generous, hospitable and sportsmanlike treatment the members received while in Great Britain.

AT HARTFORD.

A GOOD track, good management and excellent racing caused the large crowd that witnessed the two days' racing, under the auspices of the Hartford Wheel Club, to show some of the old-time enthusiasm and interest. The results we give below:

Novice, one-mile, had for starters A. C. Lawrence, East Berlin; G. A. Pickett, New Haven; D. C. Shea, Hartford; H. J. Cudworth, Hartford; and E. A. Tucker, Meriden. The race was won by E. A. Tucker, with G. A. Pickett second and D. C. Shea third. Time, 3.02 1-2.

The one-mile professional race brought out Temple, Rowe, Crocker, Knapp, Neilson, Morgan, Dubois and Lees. It was evident that the crowd had no eyes except for Rowe, and no applause except for the same man. That Rowe is deserving of all the admiration he gets, no one will gainsay, but to the American with the Anglo-Saxon love of fair play, the evident coldness the visiting contingent of pros. received, and which the writer noticed at Buffalo as well as Hartford, the lack of a cheer or word of encouragement was a most distasteful feature in both tournaments. The writer does not discuss the fairness of the decisions of the judges or managements, he simply refers to the way the other professionals (and notably Temple) were received by the spectators. After the reception the American team had received at English hands, this coldness and, in some instances, evidences of ill feeling at the hands of American audiences must have been extremely galling to the Americans lately returned. Now to the race. Morgan let out in great shape, but at the first quarter Lees had taken the lead, and kept it until the home stretch was reached. Then the music commenced between Temple and Rowe, and such enthusiasm has not been seen on any track in many a day. Down the leaders rushed, and until within 100 yards of the finish it was difficult to tell which man had it, then Rowe spurred and crossed the line a foot ahead of Temple; Knapp third. Time, 2.50 3-4.

One-mile open—The starters were Brown and Crist, Fred Foster, Harry Hall, Jr., J. E. Dauchy, W. I. Wilhelm, W. W. Windle, and Fred Midegeley. Dauchy entered a protest vs. Windle, on the ground that Windle was a paid rider. The protest was, however, soon withdrawn. Dauchy did the "donkey work" for the half mile, and then the racing began. Midegeley did not propose to give way to Windle without a struggle, and so down the straight they came neck and neck. Windle got there first, with Midegeley a close second; Crist third. Time, 2.56.

Two-mile, 6.10 class, brought out E. A. Tucker, of Meriden; G. I. Whitehead, George C. Dresser, George Smart and Ludwig Forster, of Hartford; James Wilson, Jr., of Worcester; S. J. Steele, of Bristol, Conn.; Kenneth Brown, of Boston; H. C. Backus, of New Haven; and G. Minturn Worden, of Boston. Tucker and Smart did the pacing alternately until the home stretch, and then Forster went in and won as he pleased, with Smart second and Steele third. Time, 6 11 1-4.

One-mile safety machines, to weigh 35 pounds, or over. Davis brought a racing wheel, but he had it weighed with lead so as to come within the limit of 35 pounds. W. E. Crist won, with R. H. Davis second, and W. Harding third. Time, 2.55 3-4.

One-mile Columbia Cycle Club handicap; and very poor handicapping it proved for the scratch man, Damery. The result was, F. B. Covell, first; C. W. Loomis, second; J. J. Galvin, third. Time, 3.06.

Five-mile (professional) lap race—All the professionals except Lees turned out. The announcement was made that only the first three men in each lap would count, and that the first would count three, the second two and the third one. It was of course a loaf for all the distance except at the finish. During the race it was understood that Temple and Rowe had some words, for which they both should be ashamed. While this commendable repartee was being indulged in Knapp and Dubois had quietly stolen away, and Knapp managed to keep his lead to such good advantage as to win first prize, with ten points; Crocker seven, and Temple and Rowe six each. Neither man would consent to run the tie off, and so the

third money was divided. Time, one mile, 3.17; two miles, 6.53; three miles, 10.31 1-2; four miles, 13.31 1-2; five miles, 16.46.

Two-mile amateur handicap was won by L. Forster; P. S. Brown second and E. A. Tucker third. Fred Foster was put at scratch, but he was clearly too heavily handicapped. F. Forster, the winner had 100 yards. Time, 6.50.

Three-mile State championship—The starters were William Harding, Hartford; H. C. Backus, New Haven; J. E. Dauchy, West Winsted; Ludwig Forster, Hartford; and E. A. Tucker, Meriden. The Meriden man did most of the pacing until the last, at which time L. Forster, who, by his fine riding, had become popular with the crowd, together with Harding, pushed for first place. Forster won amid great excitement; Harding second and Backus third. Time, 9.34.

One-mile tricycle—W. E. Crist won this race without much effort; R. H. Davis, second. Time, 3.09 1-2.

SECOND DAY.

The attendance was not as good as on the first day, but the track and weather were better. The first race, which was a

One-mile 3 minute class, brought out Ludwig Forster, G. I. Whitehead, James Wilson, Jr., A. C. Lawrence, Kenneth Brown, William James, H. C. Backus and George C. Dresser. Forster was of course the favorite, and he justified his friends' expectations by winning easily. H. C. Backus second, G. I. Whitehead third. Time, 2.52 1-2.

One-mile professional handicap. For the alleged reason that Rowe did not wish to start and ride against the "combination," whatever that may mean, the Lynn man did not go. West, 275 yards; Morgan, 120 yards; Dubois, 90 yards; Neilson, 60 yards; Knapp, 30 yards; Crocker had 20 yards, but started from scratch; Temple, scratch. One false start, and then the men were off. Crocker and Knapp deliberately let the other men run away from them, not making an effort to catch the others. Various reasons have been assigned why the two men loafed, but it was a wretched exhibition, and the crowd were properly indignant. In fact, after reaching the trainer's gate both men dismounted and went in. Knapp took first, Dubois second, and Morgan third. Time, 2.34 3-4.

One-mile Rover type handicap—The starters and handicaps were: H. J. Martel, Hartford, 175 yards; R. W. Bemis, Chicopee, 120 yards; P. S. Brown, Washington, D. C., 100 yards; Wm. Harding, Hartford, 50 yards; R. H. Davis and W. E. Crist, scratch. Davis and Crist took up the running very fast. Davis on turning into the straight made tracks for Harding, who was then leading. He managed to catch the Hartford flyer, and finished first, with Harding second and Brown third. Time, 2.46, which time is American record for that type of machine.

One-mile Hartford Wheel Club handicap—The starters and handicaps were: D. C. Shea, 150 yards; F. L. Damery, 120 yards; F. T. Reid and George C. Dresser, each 100 yards; Ludwig Forster, scratch. Forster at once set to work and cut down the handicap men, and he did this in fine shape, catching his men when they were well up the back stretch. Cresser and Reid collided and fell. Dresser got up and went on, but Reid, who had broken his wrist, stopped. Forster and Damery had a hot finish, but his record of continuous victory was not to be broken, and he finished first, with Damery second and Shea third. The success of Forster met with the public approval. Time, 2.50.

One-mile handicap, open, brought out 18 starters. L. Forster started, but was beaten for the first time. S. J. Steele (100 yards) won, with W. I. Wilhelm (40 yards) second, and K. Brown, third. Time, 2.38 3-4.

Three-mile professional lap race. The crowd, to be consistent with its former action, very properly cheered Rowe and very meanly hissed Temple as these men appeared. The action of these two men was equally reprehensible, but yet the crowd hissed one and cheered the other. Will the unbiased spectator say why? Again Knapp got first, Rowe got second money, and Temple and Crocker tied for third place. Time, 10.30.

One-mile amateur State championship. L. Forster, H. C. Backus, D. C. Barnum and W. H. Harding started. For three-quarters of the distance loafing tactics were indulged in, and then Harding and Backus started for home as fast as their abilities would permit, and that their "abilities" were of a high order will be seen when I state that Forster had all he could do to beat them home. He did it, however, and Backus had to take second place, and Harding had to be satisfied with third. Time, 3.32 1-4. The last quarter was made in 33 seconds.

Five-mile amateur lap race had as starters Ludwig Forster, H. J. Hall, Jr., C. P. Adams, W. I. Wilhelm, Fred Foster, W. E. Crist, G. Minturn Worden and P. S. Brown. This race brought some hot sprinting between the men, and after a few bouts, Forster concluded to withdraw; Brown won the race, with Crist second and Wilhelm third. Time, 15.27 1-2.

One-mile professional consolation had two starters, Neilson and West, with 150 yards' start. Neilson won easily in 3.08 1-4.

W. E. Crist and R. H. Davis then went for the tandem safety record. They succeeded in the following excellent time: Quarter, 41 3-4; half, 1.22 1-4; three-quarters, 2.05 1-4; mile, 2.44 1-2.

One-mile consolation—Whitehead first, Wilson second, Dresser third. Time, 3.19 1-2.

PROGRAMME OF EAST HARTFORD (CONN.) RACES

The seventh race meeting of the East Hartford Wheel Club will be held on the 29 of September, at 2 P. M., on the East Hartford Bicycle Track.

The programme will be as follows, and is for amateurs only: one-mile, East Hartford, championship, (for East Hartford riders only); one-half-mile, handicap, open, in heats; three-mile, handicap, open; two-mile, novice, open; one-mile, 3.20 class, open; one-mile, open; two-mile, lap, open; one-mile, consolation.

Entries close September, 25. Fee 50 cents each event to H. E. Bidwell, East Hartford, Conn.

PROVIDENCE RACES.

ARRANGEMENTS for our tournament, September 25, are now nearly complete and everything indicates a good racing and a big crowd. Work upon the track is progressing finely and it will be in much better condition than last year, especially is this true of the back stretch where last year it was poor.

The committee have decided to change the age in the boys from eighteen and under, to sixteen and under.

For those coming from Boston, we will say that on arrival in Providence change to the New York and New England Railroad which runs directly into the grounds. Dinner may be obtained in Providence or at the grounds.

A new system of marking the races will be used. It is neither numbers on white cloth or colored caps, but a combination of both the numbers will be used, but on differently colored cloths thus giving both number and color to go by. GEO. R. MCAUSLAN.

PROGRAMME OF THE TIOGA CYCLING CLUB RACES.

ON Saturday, September 29, the Tioga Cycling Club of Philadelphia will hold a race meeting at the new grounds of the Tioga Athletic Association at Westmoreland Station. The events will be:

One-mile bicycle (open), first prize, 53-inch racing bicycle, one-mile tandem bicycle, one-mile tandem tricycle, one-mile tricycle, open handicap, two-mile lap race, open bicycle, one-half mile bicycle, open to Philadelphians, one-mile 3 minute class, one-mile 3.20 class, one-mile novices' race, open to Philadelphians, one-mile Rover safety handicap, one-third-mile race for boys under 16.

The track is one-third mile, clay and cinder, with banked turns, and will be put in good condition as soon as possible.

Entries close September 25th with Capt. Isaac Van Deusen, T. C. C., 2101 Tioga st., Philadelphia. Entrance fee, 50 cents per man, each event. Races commence at 3 P. M. Handsome medals to winners.

Trains to Westmoreland, P. R. R., leave Broad street 2. 2.23, 2.55, 3.38. Trains to 22d street, P. & R. R., leave Ninth and Green streets 2.25, 3.

RACING AT DES MOINES, IOWA.

THE bicycle races held under the auspices of the Iowa State Fair Association at Des Moines, Iowa, September 4-5, resulted as follows: September 4, one-mile race won by W. Bryant of Cedar Falls; prize, \$10.00 L. A. W. gold badge; J. Crosby, Cedar Falls, second; prize, Fish saddle. Time, 3.23.

Two-mile race, won by D. Meurer of Cedar Falls; prize, \$25.00 L. A. W. diamond badge; Whitmore of Osceola, second; prize, champion lamp. Time, 7.10.

One-half-mile race, won by John Crosby, Cedar Falls; prize, \$10 L. A. W. gold badge; Ward of Prairie, second; prize, chime bell. Time, 1.35.

Five-mile race, won by Whitmore of Osceola; prize, silver cup; D. Meurer, Cedar Falls, second; prize, Kelley saddle. Time, 18.39.

Club team race, for State Fair trophy, \$95.00 silver cup, open to State, three men from each club, each man to ride five miles. Won, as they pleased, by Cedar Falls Wheelmen, represented by Cropper, Crosby, Meurer.

The track was used also for horse races, therefore not very fast Wednesday's races were witnessed by over 10,000 spectators. Visiting wheelmen were entertained by the Des Moines Bicycle Club,

who were instrumental in bringing about the races. A lantern parade on eve of the 4th attracted universal attention, and traversed a good part of Des Moines, ten to twenty miles of paved streets.

The Cedar Falls' Wheelmen now hold two State championship trophies, the State Fair cup and Grinnell Wheelmen's trophy won at the July League meet at Grinnell, Iowa. These must again be contested for next year and some fine contests are therefore in prospect.

Gulielmus.

PROGRAMME OF RACES AT WILMINGTON, DEL.

UNDER the auspices of the Peninsular Agricultural and Pomological Society at Wilmington, Del., two days' racing will be given at that city Oct. 11 and 12. The events and prizes are as follows:

Thursday, Oct. 11—One-mile novice, gold medal, value \$10; second, silver medal, value \$5. Half-mile Peninsula championship, gold medal, value \$10. One-mile safety, Rover, pair of Rat Trap pedals, value \$10. One-mile, 3.30 class, gold medal, value \$10; second, lantern, value \$5. Five-mile Peninsula championship, Association cup, value \$25.

Friday, Oct. 12—One-mile open, gold medal, value \$20; second, cyclometer, value \$10. One-mile, 3.00 class, gold medal, value \$15; second, lantern, value \$5. Three-mile lap, gold medal, value \$15; second, cyclometer, value \$5. Half-mile open, gold medal, value \$15; second, Jersey racing suit, value \$8. Two-mile, 6.20 class, gold medal, value \$15; second, silver medal, value \$5. Next event to be made up on last day of races, by the Manager; premium to be announced. One-mile consolation, pair of Rat Trap pedals, value \$10.

Rules of the L. A. W. to govern. Entrance fee, fifty cents per event. Entries close October 1st, 1888. T. D. BROWN, Secretary.

KANSAS CITY TOURNAMENT AND MISSOURI DIVISION MEET.

THE pretty little programmes of the cycle tournament and Missouri Division meet, to the number of 1000, have been mailed to wheelmen in Missouri, Kansas and throughout the West. To those who failed to receive a programme this letter is particularly addressed, and contains all particulars of the meet up to date (September 15).

The United Wheelmen, under whose auspices the tournament is given, are sparing no pains to make the tournament and meet an enjoyable success, and cordially invite every wheelman to come and attend the meet and return home all the better for his outing.

Thursday morning, Sept. 2, visiting wheelmen will be met at the trains by the Reception Committee and escorted to League headquarters. In this connection would say the rate at the Midland is \$2.50 per day, and if wheelmen wish cheaper quarters they can be had. At 2 o'clock a line will be formed and the wheelmen will take place, beginning at 3 o'clock. In the evening the United Wheelmen will hold a reception at their rooms, 816 Central street.

On Friday, the races will be continued in the afternoon. In the evening an illuminated parade will be given, and the wheelmen will parade through the business and residence streets. Arrangements are now being made to costume the wheelmen. After the parade the wheelmen will go to the Exposition. This evening has been especially set apart for the cyclers, and will be known as "wheelmen's night."

On Saturday the races will be continued, and in the evening the grand banquet at the Midland will terminate the meet proper. The banquet will prove a fitting finale to the three days' festivities. The banquet will be an elaborate affair.

The next day, Sunday, will be spent at Merriam Park, ten miles distant from the city, reached over a good, level country road. A luncheon will be served by the United Wheelmen. The day will be given over to exchanging reminiscences, renewing old acquaintances and making new ones. In the evening the boys will return home.

Runs will be arranged, and wheelmen who wish may have an opportunity to see the city and the surrounding country. The streets are paved with cedar blocks, making cycling very enjoyable.

The races promise to be fine and fast, and up to date entries have been received from Will Windle, Milbury, Mass.; Colie Bell, Minneapolis, Minn.; Thomas F. Blackmore, Omaha, Neb.; F. W. Mehlig and Harry Gordon, St. Louis; W. D. Sheriff, California, Mo.; Harry Rittenhouse, Jonesburg, Mo.; Harry Phelps, Topeka, Kan.; Hiram S. Hale, Junction City, Kan.; Harry Lesh, A. Jos. Henley and Baker, Wichita, Kan.; F. W. Metcalf, Olathe, Kan.; R. M. Seibel, Nelson T. Haynes and Harry G. Stuart, Kansas City. As the entries don't close till Sept. 23 there is expected to be a rush

in the end. St. Louis is expected to send up a delegation of flyers. The track will be a four-lap one, forty feet wide on the home stretch. The track will be made as fast as it is possible to make it.

St. Louis will send a delegation of about fifty, and it will come in a special car. Those who desire to attend should address W. M. Brewster, 309 Olive street, for particulars as to rates, transportation, etc.

The corrected programme of the races and entertainments is as follows:

FIRST DAY, THURSDAY, SEPT. 27.

Parade from club house to race track, 2 P. M. One-mile Kansas State championship, open to Kansas only—Prize, championship gold medal.

One-mile boys' race, open to boys under sixteen—Silver medal. One-mile hurdle, open—First, handsome clock; second, gents' toilet case.

Three-mile handicap, open, time limit fifty seconds—First, double barreled shotgun; second, set of boxing gloves.

Fancy and trick riding tournament—Gold medal, emblematic of Western championship (awarded last day).

One-mile club championship, open only to members of K. C. United Wheelmen—Pope cup, presented by Pope Mfg. Co.

Two-mile lap race, open—First, solid gold watch chain; second, gold headed ebony cane.

Reception and musicale at club house, 8 P. M.

SECOND DAY, FRIDAY, SEPT. 28.

One-mile handicap, open, limit twenty seconds—First, half carat diamond pin; second, L. A. W. pin.

One-mile novice, open to all who never won a prize—First, gold medal; second, silver medal.

Half-mile dash, open—First, half carat diamond ring; second, silver stop watch.

Fancy riding tournament, continued.

Three-mile Kansas State championship—Championship gold medal.

Half-mile, without using hands, open—First, pearl opera glasses; second, King of Road lamp.

One-mile Missouri State championship—Championship gold medal.

Illuminated parade, 8 P. M.

THIRD DAY, SATURDAY, SEPT. 29.

Grand daylight parade, 2 P. M. One-mile dash, open—First, bicycle; second, half carat diamond pin.

One-mile novice, open to all who never won a prize—First, gold medal; second, silver medal.

Three-mile Missouri State championship—First, bicycle; second, "filled" gold watch.

One hundred yards' slow race, open—First, gold headed silk umbrella; second, gold sleeve buttons.

Conclusion of fancy riding tournament.

Two-mile team race (teams to represent clubs or cities only)—Handsone championship silver cup.

One-mile consolation, open only to unsuccessful contestants at tournament—First, L. A. W. bicycle suit; second, cyclometer.

Banquet at the famous new Midland Hotel at 8 P. M.; Missouri Division Meeting (at table), 10 P. M.; presentation of prizes, 11 P. M.

FOURTH DAY, SUNDAY, SEPT. 30.

This day will be supplementary to the regular programme, and will be given over to such quiet, restful pursuits, amid adjacent rural resorts, as will form a fitting finale to what has gone before.

TEMPLE CHALLENGES ROWE.

Editor *Bicycling World*: Owing to the very unfair and unsatisfactory ending of the so-called world's championship at Buffalo, and the difference of opinion between Mr. Rowe and his friends on one hand, and Ralph Temple, the international world's champion, and myself on the other, I hereby challenge Mr. Rowe to meet Temple in a series of three races, one, five and ten miles, best two out of three races, for \$1000, \$500 a side. The first race to take place in Chicago, Oct. 6, distance to be mutually decided upon in signing articles. The second race to take place over an Eastern track, Oct. 13, and the third, if necessary, the following Saturday; place of race to be mutually agreed upon.

Inclosed please find \$100 (one hundred dollars) to bind our challenge, the race to be for the world's championship. A Western man to referee the Chicago contest, and an Eastern man to referee the Eastern contest, each man to be allowed two umpires. Referees to be mutually agreed upon.

We will present Mr. Rowe with articles for his signature, and will forward same and all further deposits to the editor of BICYCLING WORLD, who can be, if agreeable, final stakeholder. We wish no controversy in the matter, but mean business, and hope no delay will be attempted,

RALPH TEMPLE, of Chicago,
International World's Champion,
Per Senator Morgan.

Hartford, Conn., Sept. 14.

[We have received the \$100 deposit as above from "Senator" Morgan.—Ed.]

BUSHWHACKING.

Down in Baltimore, Maryland, there is a bicycle club, whose name, now, is seldom seen in print. Not that it is not worthy to be there, but clubs, like individuals, grow older, and the fresh and vigorous debutantes push them in the corners, as well as the buds in society transform their elder sisters into wallflowers.

There is a possibility that some of you who attended the late national meet met a few of the members of this club, whose home is picturesquely situated in Druid Hill Park; if so, I am sure you received the courteous treatment that one gentleman extends to another.

In the early days of cycling the members of this club were "unsurpassed by none," according to the memorable words of one of our ex-captains, in regard to riding; they rode frequently, and took long, across-country, all-day runs. But men grow older, and now they pedal out to Halstead's and quietly spend the day, leaving the distant roads free to the young riders. There are a good many original geniuses in this club, and amongst them was—I say because he is not much of a cyclist now, for there came unto him a pair of brown eyes that are fairer to him than the skies, a sweet face more attractive than the green fields and beckoning trees, a voice more luring than the songs of birds and the whispers of the zephyrs, and—well, he sits up o' nights now with a bottle of soothing syrup in one hand and the patient in the other. He had a subtle way of enticing us along the most disjointed roads he could find.

One Sunday afternoon he beguiled us down a lane that started as fair his promises, and developed in the stoniest, "ruttiest" that we ever rode. It was up and down hill, across railroad tracks, through streams, past antiquated country houses that never saw a railroad or steamboat, down by an old mill, such as you see in a forty-cent chromo, on through a gate and then spread out and disappeared as multitudinous wagon tracks, in an old field, overgrown with stubby pines, in one part of which we found an open grass-covered space, enclosed on three sides by trees and on the fourth by a stone wall capped by a single rail.

"Fellows," exclaimed our pilot, "what a place for an all-day's meeting." From that remark originated the Order of the Bushwhackers, a society peculiar to the members of this club.

The first meeting of the organization took place on a first Sunday in August, and on that date the annual meetings have since been held.

You might term it the family reunion of the club's members, for on that day the old, old riders brush the cobwebs and chestnut burrs from their wheels, and come forth as they did in the old days, when they frightened horses and rang the bell to please the small roadway waits. The members they taught to ride, they are the captains and lieutenants now, though our particular captain is one of the old patriarchs, and the new members come, and also the candidates for admission to the order. They, in the course of time, will be the captains and lieutenants and then where will we old fogies be? Halstead loads his spring wagon with a bountiful dinner and sends it to us at the proper time, and we spread the tablecloth on the ground and on it place the heaped plates of fried chicken, the dozens of hard boiled eggs, the deviled crabs, the soft ones, the sandwiches, the jars of slaw, the plates of butter, the knives, forks and spoons, the pepper and the salt, and all the other things, and without waiting for grace, every mother's son of us gets the fattest piece of chicken, the biggest sandwich, and the largest crab, and other things in proportion, that he can, and we sit around on the grass and eat, as only cyclists who have had a glorious swim in a running stream to whet their appetites can eat. And then comes the watermelon, and whilst we devour that our photographic member turns on his camera, and now every one of us has to own up to the true size of his mouth.

On reaching the ground on the first Sunday of the present August the usual programme was carried out. The swim was first, and which, whilst waiting for dinner, the candidates were initiated, and when we sat down to the table they compared the reality to the hallucinations of a frightened mind; which were the worst, they alone can say. Following the after-dinner smoke came the annual games.

The master of ceremonies gathers them all together, making them join hands in a circle, then when all is ready, informs them they have thirty seconds to bring to him the largest stone they can find.

There is a grand rush, and soon the contestants come scurrying back, and all size stones are laid at his feet. The winner's, the second and the last man's names are announced and recorded, and the master of ceremonies proclaims that next comes the left-handed stone throwing, in which each throws the stone he brought, at which announcement the triumphant look fades from the champion big-stone finder's face, while the visage of him who was last, brightens wonderfully. After that a thirty-foot square is marked off, and each contestant is timed as he walks the first side, hops the second, skips the third, and jumps, both feet together, the fourth.

If you want to laugh at something originally ludicrous, get a body of men ranging from forty odd years down to the teens, and engage them in such a contest. The skip is particularly side-splitting.

The contestants are again gathered together and informed that they have thirty seconds to go down in the woods and get the crookedest stick they can find. Back they come with all styles of wood from a sapling and its leaves and branches down to the little twig. The names are announced, and the next event is the one-minute hole-digging; each contestant uses the stick he brings back, and he who digs the deepest hole is proud to wear the champion mud medal for one year.

Every man finds the softest spot he can find, and at the word the dust flies in every direction.

The next event is to get on the other side of the fence any way but over it. The contestants are arranged in a line one hundred feet from the fence, and each man thinks as he looks at it that it is too far to the end to think of going round it, so the only way to get on the other side is through it.

There are only two openings between the rails of this particular fence large enough for a man to get through, and you may be sure every man has his eye on one of them, and at the word there is a mad rush. It is not the first man who gets there who is first through. He is generally hauled back or some one calmly sits on the top rail and pins him down. There is a desperate struggle in the briars and weeds until the cheers announce that some one has won the victory.

Then everybody hastens down in the woods to find the queerest thing he can, and when the time is up they come trooping back with an assortment of curios that makes it hard to decide.

One came back with a package of cigars another had dropped; two returned pulling each other along. One did not get back until late, and explained that he had looked for a catalogue of a bicycle that did not hold a world's record.

Then comes the tree-climbing contest, and I can assure you that the average cyclist can climb a hill easier than a tree.

There are other events just as nonsensical, but if nonsense will color to the cheeks, brighten the eyes and fill to overflowing one's mouth with laughter then I declare one is never too old to make a playfellow of nonsense.

When the sun coasts over the horizon from our sight, we bid good bye to our yearly meeting place, and as we ride home watch the angels light their starry lamps for their nightly run across the sky.

SECRETARY.

TEMPLE'S DEFENDER.

Editor Bicycling World: In view of the many comments pro and con over the dissatisfaction expressed by Ralph Temple and his friends over the exceedingly unfair treatment he received at Buffalo, and Mr. H. D. Corey's letter in your editorial page in last week's issue, possibly you will allow me space for a statement of facts as they existed, and not as they were twisted by the officials, Mr. Rowe and his friends. In the first place I hasten to inform my friend Mr. Corey that if I have done him an injustice, contrition follows. The main reason which I had for connecting Mr. Corey with the matter was because of the wordy warfare he had with Mr. T. W. Eck in the Judge's stand, when Mr. Eck claimed second place, by a foot, for Knapp, which was given to Rowe, and Mr. Corey's anxiety to wager Mr. Eck one hundred dollars that he (Corey) would judge the following day. Of Mr. Corey's persuasive powers I have nothing to say, but not one of the Buffalo officials (I would except Mr. Corey) have, in my opinion, had sufficient training to fill a prominent official position at a race meeting. The Referee has convicted himself to partiality, and there is no reason why men connected with the trade in any capacity, either traveller or agent, should occupy the position of an official at a race meeting. We all know that one bicycle firm in America overshadows all others up to now, and notwithstanding this, good officials could be found who are not connected with the trade in any form. Mind you, I have

brought no specific charge against Mr. Corey or his conferees, on the other hand I feel the necessity of sticking to the protest embodied in the signed document by racing men at Buffalo, and which personally I stand responsible for, that the trade be not represented as officials at any important meeting. What would English riders say if Mr. Thomas Humber or Walter Phillips were appointed officials at an English meeting? Judging, in my mind, is a peice of red tapeism that can be dispensed with. A referee and umpires are alone used on the Continent. A referee with backbone enough, without consulting citizens from away-back who happened to see a finish, is what is wanted. The umpires, however, didn't count much at Buffalo, as the opinion of three professional cyclists and others interested in Rowe's favor, and possibly antagonistic to Ralph Temple, were given precedence over the umpires. And here I might remark that the umpire, at 150 yards from the finish, stated, before the inquisition that "sat on" Temple, that it was his opinion that Temple had Rowe beaten when passing his station, and that Temple appeared to be winning easily. This gentleman spoke truth, and is a member of the Buffalo Ramblers. And why call a meeting down town to decide a question which should have been decided on the track? Of course it was eminently right and proper that T. W. Eck, W. F. Knapp and H. G. Crocker should say Temple fouled Rowe, for did not that give them a better chance to secure the plums of the championship? The little supper between the crowd, given by Mr. Eck, was a fitting conclusion to the official farce. I charge the referee, Howard P. Merrill, with distinct favoritism, and for allowing his favoritism to outweigh his fair judgment. These are weighty words, but well weighed before utterance.

Here is this from his pen, in the BICYCLING WORLD (and here I might remark a referee should represent no newspaper). Mr. Merrill says: "Rowe, of course, demonstrated at Buffalo that he was best man." He might, "yes, with Referee Merrill's assistance." Let's see how he demonstrated. Knapp won the half-mile, Crocker the three-mile and Knapp second (Rowe got it though), Temple won the five-mile, Crocker the mile handicap; so all Rowe fairly won was the mile championship and three-mile handicap, and Knapp won the two out of three at Hartford. In his report of the Hartford races to the Springfield Union (I failed to see the Buffalo reports, although no doubt they were of the same tenor) Referee Merrill says, speaking of the mile championship the first day: "Soon the crowd were able to single out Rowe and Temple, and the grand stand rose to its feet and began to cheer for Rowe. If there were any cheers for Temple they were drowned out by the Rowe enthusiasm." So you see bias crops up even in those few lines, and from the referee, mind. The second day's report says: "Temple's tactics at Buffalo and Hartford have considerably damaged him, and it will be a long while, if ever, before patrons of race meets will look upon him with anything but disfavor."

Referee Merrill goes on to speak knowingly of "a combine" against Rowe, and insinuates that Crocker, Knapp and Temple were all working against Rowe. For any and every case of combination in which Ralph Temple can be found guilty of engaging in at Buffalo or Hartford, I will forfeit one hundred dollars, the same to go toward improving Massachusetts roads. The WORLD holds one hundred dollars of my money. Temple worked in all races for himself, and had to practically work against three good men, and did not consult the Referee or the crowd as to how he should run his races; he simply obeyed orders. The reason Rowe did not start in the mile handicap was best known to himself; but this we know, and that is we make no pace for anybody, unless so inclined. Ralph Temple's star will be still in the ascendant when that of his critics will have set forever, and the treatment he has received at the hands of his country after returning from victories the like no athlete ever before accomplished will make my young Western friend

yearn to return to a country where fair play is not much boasted of, but where it is surely a reality. I will close by quoting a line from F. P. Prial, editor of the *Wheel*. In the report in his paper he says:

"On both the first and second days there were two very close bids for second place in the professional events—so close, indeed, that the judges had difficulty in placing the men, though we agreed with their decision in both cases, notwithstanding the clamor of the crowd. In the second heat of the professional championship event, however, we disagree with the referee's decision that Temple had deliberately fouled Rowe, and was disqualified from the race. The stake at issue in this event was \$1000. In his previous races at the Buffalo meet Temple invariably entered the home stretch close to the inside border, and could not get through. In the championship event Temple decided before the race that his only success lay in turning into the home stretch clear of the field. About a quarter of mile from home the men came with a grand rush, and, assisted by the gale, they rounded into the home stretch at a pace possibly never exceeded in a bicycle race. The men swung wide, with Rowe and Temple on the extreme outside, Temple leading by a few lengths. The big Lynn man made a superb effort, gained inch by inch till within a length of Temple, and then fell away, taking his feet off the pedals and wobbling dangerously near the rails. It was clear that Temple outspurred every man in the race, yet there is no doubt that Rowe was dangerously close to the rails and might not have been able to get through. In the light of facts there might have been ground for a claim of foul; but that it was deliberate is claiming too much. We think it was not deliberate, because Temple was always ahead of Rowe—so far ahead as not to know where the Lynn man was; because Temple has never been accused of tricky riding; and finally, if the foul had been deliberate, the judges, umpires and referee must have seen it at once. We think a grave injustice was done Temple in this matter."

Now personally Howard P. Merrill and myself have been (and Barkis is willin' to be yet) good friends, but I want to emphasize to H. P. that whatever his leanings might be to Rowe, I do not accuse him of wilful dishonesty, but rather the result of sentiment which has carried kingdoms away.

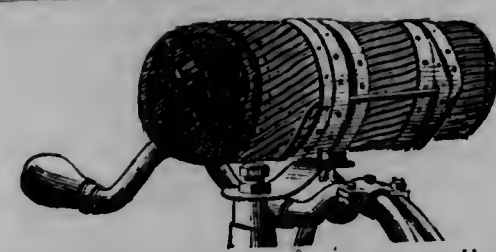
By the way, the denial from Mr. Corey in regard to his not judging the second day, sounds peculiar when I read his report signed by himself, in same issue, as one of the judges, regarding the race which I won, and which Mr. Eck objected to, owing to my friend, Jules Dubois, doing alleged pacing for me. How does H. D. reconcile these facts?

Boston, Sept. 18, 1888.

"SENATOR" MORGAN.

The Coventry Machinist's Co. scored a double record at Hartford last week. Mr. R. H. Davis rode a Swift safety when he made the American record time of 2:46, and also Mr. R. H. Davis and W. E. Crist took the tandem safety record on the Swift tandem in the American record times of quarter, 41:34; half, 1:22:24; three-quarters, 2:05:14; mile, 2:44:12. Well done, Coventry Machinist's Co. At Buffalo, too, the Swift safeties and Marlboro' trikes swept the board.

DURING the present season riders of Columbias have won at least half of the bicycle races at nearly every race meeting. At Cheltenham Beach, Chicago, August 25th, ten out of twelve events, including the one and two miles State championships, were won on Columbias. At New Castle, Pa., August 30th, eight out of eleven events were won on Columbias. At the great Buffalo tournament riders of Columbias carried away fifteen out of twenty-five possible first prizes, and at Hartford eleven out of the seventeen bicycle events were won by riders of Columbias.



CUT THIS OUT and show it to your fellow wheelmen. It will not appear in every issue. Do you want a \$10.00 or \$5.00 Cyclometer? We will send you one Free, any make you desire, and this is the way we propose to do it! Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a \$10.00 Cyclometer. The numbers will be thoroughly shaken again, and a second number drawn, the lucky holder of which will secure a \$5.00 Spoke Cyclometer. Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it Free. Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman needs a luggage carrier. There is none equal to the "Ross Improved"; fits either crank, Star or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes.

Carriers finely made and nickelled. Price only \$1.00. By mail \$1.10. In ordering be particular and state name of wheel and year of manufacture.

J. C. TRAVIS, Sole Manufacturer,

SUCCESSOR TO C. H. ROSS & CO.

15 Second Street, Albany, N. Y.

P. S. All dealers should carry the "Ross Carrier" in stock. Send for descriptive circular and price.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - Room 27.
ABBOT BASSETT, Secretary.

OFFICERS FOR 1888-89.

PRESIDENT, T. J. KIRKPATRICK,
Springfield, Ohio.
FIRST VICE PRESIDENT,
H. W. HAYES,
103 State Street, Boston.
SECOND VICE PRESIDENT,
W. S. BULL,
Box 414, Buffalo, N. Y.
TREASURER,
W. M. BREWSTER,
309 Olive Street, St. Louis, Mo.

Standing Committees.

EXECUTIVE AND FINANCE—T. J. Kirkpatrick,
Springfield, O.; H. W. Hayes, 103 State st., Boston,
Mass.; W. S. Bull, Buffalo, N. Y.

MEMBERSHIP.—G. Carleton Brown, Elizabeth, N. J.; Charles S. Davol, Warren, R. I.; Frank C. Blodgett, Detroit, Mich.

RIGHTS AND PRIVILEGES.—Chas. H. Luscomb, 280 Broadway, N. Y.; J. S. Dean, care *Bicycling World*, Buffalo, Mass.; A. Moore Berry, 421 Olive street, St. Louis, Mo.

RULES AND REGULATIONS.—Wm. H. Emery, 1177 Tremont street, Boston, Mass.; W. W. Share, P. O. Box 22, Brooklyn, N. Y.; Henry Crowther, P. O. Box 1582, Philadelphia, Pa.

IMPROVEMENT OF HIGHWAYS.—Stephen Terry, Hartford, Conn.; Chas. S. Butler, 263 Main street, Buffalo, N. Y.; H. S. Livingston, Cincinnati, Ohio, care Seasongood, Menderson & Co.

RACING.—George S. Atwater, 1206 Penn. avenue, Washington, D. C.; Col. George Sanderson, Scranton, Pa.; George Collier, Cleveland, Ohio, care Davis, Hunt & Co.; W. M. Brewster, 309 Olive street, St. Louis, Mo.; H. H. Hodgson, New Orleans, La.

TRANSPORTATION.—Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill., Chairman, with other appointments yet to be added to this committee.

WE have prepared a brief of Court Decisions, Rulings, etc., which members of the legal fraternity may have on application.

MASSACHUSETTS members are entitled to the Road Book free of expense. Those who are not supplied may get the book from Sanford Lawton, Springfield, Mass.

THE Reorganization Committee met at Buffalo during the tournament and drew up a new code of by-laws for the League. These will be presented at the annual meeting of the National Assembly to be held in February.

CHIEF CONSULS of the Divisions have been supplied with recruiting circulars. Those who desire to work in the direction of

an increased membership may draw upon the Chief Consuls of their respective States for these circulars.

THE last few months has seen quite a struggle for position between New Jersey and Illinois. Last year the New Jersey Division had 865 members while Illinois had but 635. The latter State did not fall off in numbers so largely as did New Jersey, and she has been in hot pursuit of her Eastern rival ever since. Illinois has now met and passed New Jersey, but the struggle is not yet over.

LEAGUE members will confer a favor by notifying us of any mistake they may find in the direction labels. The mail list has just been re-set and it is impossible to avoid many typographical errors. We want to have the addresses as nearly correct as it is possible to get them, and we invoke the aid of the members. Please notice wrapper carefully and ask for any change that is called for.

IT would not be right for the League to expend its efforts for the exclusive advantage of a locality. Would there not be a great outcry if the League should expend its funds for, say, a cinder path from Buffalo to Niagara Falls? Is it any more reason to cry out against the League because it has not built Brooklyn wheelmen a cinder path to Jamaica? The League is for general purposes; local needs must be met and local improvements secured by local organization.—*F. W. Loucks in Wheel.*

THE new Cyclists Union of Brooklyn is organized to carry out a most worthy project and the League wishes it all success. It is to be regretted that some of its promoters feel it necessary to place themselves in antagonism to the League in laying plans for the new organization, and that they see no better way to recruit the membership than that of crying down the League. There is no good reason why harmony should not prevail between each and every society that aims to aid the cause of cycling. The League cannot well do the work laid out to be done by the Brooklyn Union, nor can the Union do what the League has done and is now doing.

WE have heard only one complaint against the L. A. W. and that was that the members were always in a row, and the falling off in the membership of the Vermont division is due largely to this fact. Many of the boys have personally informed us that they would not belong to an organization that must be in a fight of some kind all the time.—*Vermont Bicycle.*

How short-sighted some of these wheelmen are. We know something about the management of the League and yet we know nothing of the "rows" that the Vermont wheelmen profess to see. There is no want of harmony among League officials and the disturbances

are all outside. Cycling papers must have something to entertain their readers, and cycling editors believe they can gain a reputation for being smart by losing no opportunity for "pitching into the League." A prominent wheelman said to us the other day—"These wheel papers do the cause of cycling more harm than good. They do not strive to advance the cause but bend all their energies to growling at those who are giving their time and talents to the good work." We give this for all that it is worth and have no comment to make. It is very true that there have been many disturbances in wheeling circles the past two or three years, but they have been outside the League and League officials have had little if anything to do with them. We have heard of several attempts to break up the League and secession is often threatened and yet the organization goes proudly on, doing its work in a quiet way and making itself of increased value to the sport with each succeeding year. A buzz fly makes a great noise, but it should not be taken for a note of war, nor the rattle of a hurricane.

Pennsylvania Division.

Chief Consul George A. Jessup has called a meeting of the Board of officers Pennsylvania Division, for September 27th, 1888, at Lochiel House, Harrisburg, Pa., at 7:30 P. M., sharp. It is earnestly requested that all Representatives and Club Representatives be present at this very important meeting, and to further this end, all mileage and hotel expenses will be paid by the Division on rendering bills to the Secretary-Treasurer.

Geo. A. JESSUP, Chief Consul.
J. G. CARPENTER, Secretary-Treasurer.

Missouri Division Meeting!

Wheelmen residing on the Iron Mountain, St. Louis, Kansas and Missouri Railways and other lines adjacent to St. Louis, who wish to attend the meet at Kansas City, can join the St. Louis party leaving Thursday evening, Sept. 27. As this will be the most successful meet our division ever held, a large attendance is expected. Those who wish sleepers or chair seats secured for them should advise me promptly. Take your League ticket with you and bring your friends. Fraternally,
ROBERT HOLM,
Chairman Touring Board.

Massachusetts Division.

The first meeting of the Board of Officers of the Massachusetts Division, L. A. W., for 1888-9 was held in Room 11, Young's Hotel, Saturday evening, September 15.

Chief Consul Hayes called the meeting to order at 9:55, and made an informal report of the past year's work. Mr. A. W. Robinson was elected Secretary pro tem.

The first business was the election of delegates to the National Assembly. Mr. Bassett nominated Messrs. J. B. Seward and A. W. Robinson; Dr. Emery nominated Dr. W. G. Kendall, Mr. Seward nominated Mr. Chas. S. Howard, Mr. Robinson nominated Mr. Sanford Lawton, and on motion of Dr. Emery a ballot was taken, and the above named gentlemen were declared elected.

Chief Consul Hayes announced the following Standing Committees for the ensuing year:

Rules and Regulations—W. H. Emery, C. S. Howard, E. B. Coleman.

Rights and Privileges—J. S. Dean, W. S. Slocum, G. A. Perkins.

Finance—J. F. Adams, A. L. Bowker, W. A. Mosman.

Touring—A. W. Robinson, W. G. Kendall, J. B. Seward.

Improvement of Highways—C. R. Dodge, G. H. Perry, C. W. Fourdrinier.

On motion of Mr. Bassett \$100 were appropriated for expense of Secretary-Treasurer's office, and \$100 for Chief Consul's office.

Chief Consul Hayes appointed the following committee on Guide Boards: Dr. Emery, Mr. Geo. Perkins and Mr. Irving H. Kennedy.

Adjourned 11:05. ARTHUR W. ROBINSON,
Secretary pro tem.

Fall Meet of Maine Division.

The fall race meeting of the Maine Division will be held in Waterville, September 27th. Full particulars have been mailed to each member and a full attendance is hoped for. Every effort will be made to make it a most enjoyable occasion, and with good weather the result wished for cannot fail to be realized. Let every member be on hand.
F. A. ELWELL.

Maine Election.

The result of the mail vote in Maine is the election of the following officers:
Chief Consul—Dr. George E. Dow of Portland.
Vice Consul—Charles D. Batchelder of Sanford.
Representative—James O. Whittemore of Fairfield.
A. L. T. CUMMINGS, Sec.-Treas.

Missouri Division.

Your attention is again called to the fact that the annual meeting of the Division will be held at Kansas City on the 27th, 28th and 29th days of this month. This is the first attempt that has been made to hold the meeting outside of St. Louis, and every effort should be made to secure a large attendance, and thus show our appreciation of the efforts that are being made by the United Wheelmen of Kansas City to make the affair a success. They have provided a most excellent and generous programme, and no one who goes can fail to have a most enjoyable time. I therefore urge every wheelman who can possibly get away to attend the meeting. If you cannot take in the three days, take such part of them as your arrangements will permit. All who can go are requested to notify Robert Holm, Chairman of the Touring Board. Address, care Anheuser-Busch Brewing Association, St. Louis, at as early a date as possible, so that the necessary railroad accommodations can be secured. There should be at least a car load from St. Louis.

At the request of Robert Holm, Chairman, I have appointed Walter Williams, of Boonville, and W. H. Cameron, of St. Joseph, additional members of the Touring Board.

I have also appointed Alex M. Lewis Local Consul for the city of St. Louis.

The Miami House is appointed the League Hotel for Miami, Mo. Regular rate \$2.00 per day; meals 50 cents. To League members, \$1.50 per day; meals 35 cents. Yours fraternally, W. M. BREWSTER,
Chief Consul.

L. A. W. Uniform.

The Uniform Committee have lately received several inquiries asking where the L. A. W. uniform cloth can be obtained and whether the cloth was giving satisfaction. The committee desires to say in answer to the inquiries that the cloth is giving entire satisfaction, does not fade and wears well. Any member of the League who wishes to have his uniform made by his home tailor can procure the L. A. W. uniform cloth by the yard of Messrs. Wanamaker & Brown, Philadelphia, Penn. For the Committee,
G. R. BIDWELL, Sec.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated:

Los Angeles Wheelmen, Los Angeles, Cal.—J. W. A. Off.

Canton Bi. Club, Canton, O.—Frank C. Meyer.
Elizabeth Wheelmen, Elizabeth, N. J.—George C. Pennell, John C. Wetmore.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as

it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 157—Total 48—1139

BOSTON, Sept. 21, 1888.

DISTRICT OF COLUMBIA DIVISION—1-153

Unattached.
20633 Smith, Walter F., 961 Penn. ave., S. E., Washington

ILLINOIS DIVISION—5-711.

Illinois C. Club.
20647 Jennings, C. S., 1012 Monroe st., Chicago

Unattached.
20618 Swigert, A. W., Champaign

20619 Soper, C. H., Freeport

20610 Breusing, Chas. H., 807 E. Reynolds st., Springfield

20611 McFarland, John B., Cor. 6th and Spruce sts., Springfield

INDIANA DIVISION—1-193.

Crawfordsville Ramblers.
20634 Alfrey, John F., Crawfordsville

IOWA DIVISION—1-107

Unattached.
20616 Cooke, Thos. F., Yale 17, Algona

KANSAS DIVISION—1-147.

Ottawa Wheelmen.
20635 McCale, L. E., 123 North Oak st., Ottawa

MAINE DIVISION—1-136.

Kennebec Ramblers.
20608 Darling, Geo. E., Box 378, Waterville

MARYLAND DIVISION—1-447.

Unattached.
20625 Wilson, Frank H., 1806 Edmondson ave., Baltimore

MASSACHUSETTS DIVISION—8-1205.

Cyclists Touring Club.
20645 Sumner, G. W., 152 Tremont st., Boston

20646 Sumner, Mrs. G. W., Harrison Sq., Dorchester

Unattached.
20652 Oliver, Wm. C., Linden

20612 Hathaway, J. D., Jr., Assonet

20630 Durand, Lieut. Geo. R., 193 Salem st., Malden

20617 Brown, Chas. W., Newton Centre

20620 Adams, Chas. W., Northbridge

20644 Monroe, H. J., 2 Chester ave., Somerville

MICHIGAN DIVISION—6-346.

St. Johns Bi. Club.
20626 Paine, F. C., St. Johns

20627 Steel, Geo. A., " "

20628 Whetstone, E. C., " "

Tecumseh Bi. Club.
20637 Nesmith, S. D. Box 53, Tecumseh

Hillsdale Bi. Club.
20648 Randall, Jed. J., Hillsdale

Unattached.
20629 Jones, Chas. W., Hasting

MINNESOTA DIVISION—3-112

Standard Bicycle Club.
20613 Gaston, Fred W., 324 Jackson st., St. Paul

20614 Greaza, A. E., 94 Park pl., " "

Winona Cyclists.
20631 Stevens, G. W., Winona

MISSOURI DIVISION—1-335.

Unattached.
20649 Sheriff, Nat D., California

NEW JERSEY DIVISION—2-706.

Unattached.
20605 Taylor, Fred S., 40 Carleton st., E. Orange

20606 Manley, Geo. M., P. O. address, 187 Broadway, New York City, Maplewood

NEW YORK DIVISION—5-2358.

Unattached.
20609 Bogart, Cyrus J., Blauvelt

20621 Ellis, W. H., Groton

20630 Bunce, Theodore D. Jr., 239 East 27th st., New York City

20638 Williams, Fred S., 244 East 86th st., " "

20607 Howard, B., Tannersville

OHIO DIVISION—3-995.

Conneaut Wheel Club.
20639 Press, Geo. H., Conneaut

Unattached.
20622 Bustard, John R., Salen

20632 Edwards, J. T., West Jefferson

PENNSYLVANIA DIVISION—4-1428.

Unattached.
20640 Quigley, Harry C., 263 Boas st., Harrisburg

20615 Cope, Rev. Edgar, 1609 N. 15th st., Philadelphia

20641 Lund, Oliver P., 210 Price st., Germantown

20623 Thompson, Albert, 2217 Howard st., Philadelphia

RHODE ISLAND DIVISION—1-247.

Unattached.
20642 Jencks, Walter P., 209 Narragansett ave., Providence

TEXAS—1-30.

Flatonia Bi. Club.
20643 Eidelbach, A. C., Flatonia

VIRGINIA DIVISION—1-108.

Unattached.
20624 Bell, Wm. P., Accomack C. H.

WISCONSIN DIVISION—2-92.

Waukesha Wheelmen.
20650 Christoph, J. B., Waukesha

20651 Putney, Milo Jr., " "

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... P. O. Address, ...

References: City, ...

State, ...

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application; after that date, and until April 30, 1889, enclose \$1.25.

AGAIN COLUMBIAS.

At Hartford, Conn., September 13 and 14, riders of Columbias won

11 OUT OF 17
possible first prizes for Bicycle contests.

An instantaneous photograph, taken at the precise second that Rowe and Temple crossed the tape, gave the race to Rowe by about half a wheel. Copies of this photograph can be seen at our Boston, New York, Chicago, and Hartford offices, and at our principal agencies, or will be sent by mail for 15 cents each.

POPE MFG. CO.,
BOSTON, NEW YORK, CHICAGO.

THE FAMOUS, STAUNCH, RELIABLE Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 28 SEPTEMBER, 1888.

Volume XVII.
Number 22

DID VICTORS

Take everything worth having in the great 100 mile Road Race at Buffalo Sept. 8?

That's just what they did, and when we got the returns and found that VICTORS took first, second, fourth, fifth and sixth place, only *one* machine of any other make finishing at all, we were quite content. When we can have NEARLY all the earth we are willing to leave a bit of the backwoods for the other fellows.

It has grown to be a matter of history, that when the finish of a great road race comes VICTORS are found in places with very low numbers, as 1 and 2, or 1, 2 and 3. Messrs. Dampman and McDaniel, who finished first and second in the Buffalo races, entered on their regular Victor Light Roadsters, believing them to be the strongest, fastest and most reliable road machines in the world. The result proved the soundness of their judgment.

The result has been the same in all the principal road races of the past *four years*—witness Clarksville, Crawfordsville, Big 4, Boston 100 miles, &c., and it surely means something. We might win an occasional race by a "scratch," but when it comes to a regular thing we submit that it indicates that

THEY ARE BUILT TO WIN,

And this means that they are perfectly adapted for all around road use.

In the Eastern Road Club race, Sept. 22, Clark, of the Dorchester Club, finished first on his Victor Light Roadster.

We shall have more to say when there are more races.

Overman Wheel Co., Boston,

Makers of Victor Bicycles, Tricycles and Safeties.

SPECIAL.

All Advertisements in this Department 20 cents a line.

HALT Type Writer for sale or exchange; do. Bicycles. Write us. Novelty Mfg. Co., No. Adams, Mass.

FOR SALE—One 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address **PALLISTER BROS.**, Ottumwa, Iowa.

A Few Second-hand Springfield Roadsters, in fine condition, for sale cheap. **JOHN P. LOVELL ARMS CO.**, 147 Washington st., Boston, Mass.

A FEW BARGAINS—59-inch Columbia Light Roadster, \$80. 56-inch Expert, \$65. 56-inch Expert, \$80. American Rambler, \$107.50. First two machines in first-class order, last two alike at new; reason for selling Rambler, owner is traveling. Also 52-inch Expert, A1 condition, \$70. Must be sold this season. Correspondence solicited. **C. E. TITCHENER**, Binghamton, N. Y.

FOR SALE—New Columbia Light Roadster Tri-cycle, \$125. **T. B. RAYL & CO.**, 112 and 114 Woodward ave., Detroit, Mich.

10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write **C. H. METZ**, Utica, N. Y.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address **MANHATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.

WE COVER THE GROUND.



Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20 Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed. **THE JOHN WILKINSON CO.**, 55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. **W. M. FRISBIE COMPANY**, 16 Crown st., New Haven, Conn.



L. A. W. BADGES, For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON, 177 Middle Street, Portland, Me.

Patented. Price, \$1.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discussed the manner of their fettering out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

THE NATIONAL A HIGH GRADE BICYCLE



REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave., BOSTON, - - - MASS.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals, CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - \$2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.



SECOND-HAND GUNS AND REVOLVERS TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP**, Dayton, Ohio for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

READ THIS!!!

D. W. L. BATTLES, Dentist, Union Block, GIRARD, Pa., Aug. 16th, 1888. **L. H. JOHNSON**, Esq.: Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning: I am well pleased with it, as it fully comes up to my expectations. Yours very truly, **W. L. BATTLES, D.D.S.**

FULL LINE OF SPECIAL BARGAINS

In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

LLEWELLYN H. JOHNSON,

401 and 403 Main St., - ORANGE, N. J. Telephone 95.

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

15 cents per copy; 7 copies for \$1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap-Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—A Cunard Tandem Tricycle, better than new; weak parts have been strengthened; ridden but little. **H. S. LIVINGSTON**, Cincinnati, O.

WANTED—Second-hand Ivel or Rudge Safety. Address Box 1392, New Haven, Ct.

FOR SALE—54-inch New Rudge Light Roadster Bicycle, '88 pattern; ball bearings, including head; with lantern; \$100. Address **W. B. WEIR**, 72 Broadway, New York.

\$30 takes Am. Star Bicycle; good condition. **A. G. ENDERLE**, 9th and Carr sts., St. Louis, Mo.

BARGAIN—Rudge Lt. Roadster, 55-in., Kirk saddle, \$75. **H. T. HARDING, JR.**, 2126 Norris st., Philadelphia, Pa.

\$25.00 REWARD will be paid for the return of a New Columbia Veloce No. 850, which was stolen from W. M. Frisbie Company's store, 16 Crown st., New Haven, Conn., or the arrest of the person who gave his name as John Crowe, who checked it to Birmingham, Ct., on the 7:30 P. M. train, N. H. and D. R. R., Sept. 8, 1888. **W. M. FRISBIE CO.**, New Haven, Ct.

FOR SALE—Marlboro' Club Tandem Tricycle; in first-class condition; ridden but a short time. Price \$175. **T. J. JOHNSON**, Box 56, Washington, D. C.

L. A. W. Attention.

SEND 2 CENT STAMP

—TO—

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

Bicycle clubs or club members desiring cards with fac simile of club badge or of any particular design should write for estimates, as we are prepared to do work at lowest possible price. **Agents Wanted.**



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. **CUSHMAN & DENISON**, 144 and 146 Greenwich street, New York.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for 2 years, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

Jersey-Fitting Underwear.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made. *Let every sportsman try them.*

Price \$1.00.

Will send by mail on receipt of price. Send size of Waist and Hip. Manufactured by **HOLMES & CO.**, 17 Kingston St., Boston, - - Mass.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the **WORLD**, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - - MASS.

American Bicycle Check.
HANDSOMELY NICKEL FINISHED.
Durable.
Convenient.
Effective.
Neat.
75c
THE NAME AND ADDRESS MAY BE ENGRAVED HERE
75c
Simple.
Secure.
Superior.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

THE BICYCLING WORLD (established 1879). The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

SAFETY INDISPENSABLE. By Henry Sturmeay. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmeay and C. W. Nairn. \$2.50 per year, including postage.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."

YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.



Baltimore, Sept. 14, 1888.

Messrs. Wm. Read & Sons, Boston, Mass.:

Gentlemen—I have ridden the NEW MAIL constantly for four months, covering over 1200 miles. A great part of this riding has been done over some of Maryland's roughest roads, and the machine is as staunch and in as good condition as the day I bought it.

I am very much pleased with the machine, and I expect it to be my mount of the future.

As a hill climber it beats any straight wheel I have ever ridden, and I consider it a first-class all round machine.

You are at liberty to use this letter if you wish to.

Yours respectfully,

F. W. POPE,

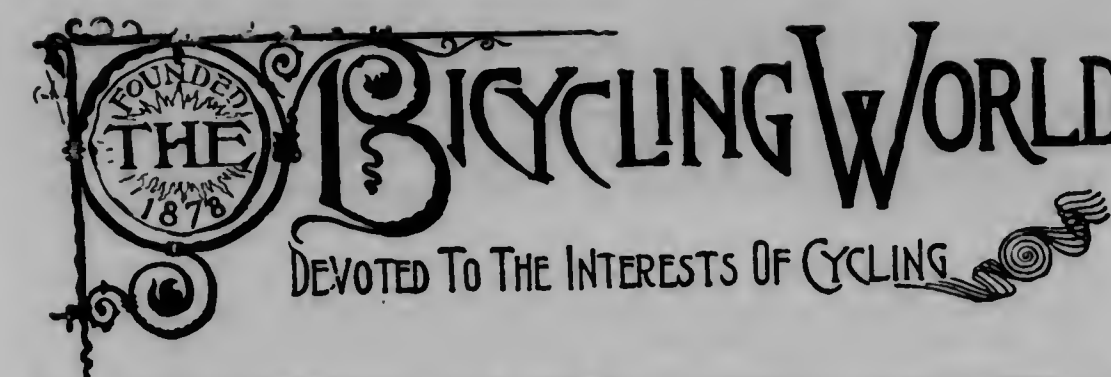
Capt. of Balto. Cycle Club.

Brooklyn, N. Y., Sept. 13, 1888.

Messrs. William Read & Sons, Boston, Mass.:

Gentlemen—I wish to give you my entire approval of the NEW MAIL. My weight is two hundred and thirty-five pounds, and I have ridden the MAIL now one year without a single breakage of any part. The Ball Head is a great improvement. Very truly yours,

A. DEL GENOVESE.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 28 SEPTEMBER, 1888.

THE racing season is nearly over, and we will soon be able to devote more time and space to tours and runs.

SO retaliation against Canada is to be carried into the cycling ranks? It looks so, when we do not allow Foster, the plucky Canadian, to take any more "firsts" in this country. We must "protect" ourselves against Canuck brawn and brain, you know.

FOR the first time in cycling history this country is to be the scene of a series of races to determine the title of championship of the world. The contestants are R. Temple and W. A. Rowe. Temple rests his claim on the fact that he has time after time beaten the best men England can produce. Since Temple's return to this country Rowe has succeeded in beating Temple, and of course the Lynn man claimed the premiership. This claim has been disputed by Temple, and the outcome is a series of races to finally settle the question. That it will be a race "for blood" we think we can safely stake our reputation by stating it is a fact. Both men are terribly in earnest, and both equally confident.

That the best man may win is the wish of all true lovers of the sport. Let every one bear in mind the fact that both men have honorable records, and are both equally entitled to consideration at the hands of the public. For the good name of American fairness we trust that the public exhibitions of bias will not be so offensively prominent during these matches as it unfortunately was at Buffalo. We bespeak a fair, generous reception for Temple; he has nobly

earned it, and were Rowe or any other good man publicly insulted, as Temple has been, we would raise our voice in appeal on his behalf.

MIDDLESEX CYCLING CLUB.

This club, which was organized for the purpose of promoting the interest of tricycling among the ladies and gentlemen riders of the neighboring towns of Wakefield, Malden, Melrose, Everett, Maplewood and Medford, has been very successful, great interest being taken in it as it is the only club in this vicinity where the ladies have an equal interest.

As the club was originally organized in rather an informal manner and a number of questions arising as to who should join, a special meeting was held in Melrose at the residence of Mr. Jerome Milbourne, at which a Constitution and By-laws were adopted, and several new officers were elected.

The club was originally intended for tricycle and tandem riders only, but there being a number of bicycle riders having applied for admission, after some discussion it was voted to admit them provided they had some lady friend who also desired to join, as it is the desire of the club to have as many ladies as gentlemen.

The runs of the club which have been held were all well attended. The club have also made up several theatre party through the courtesy of two of its members.

The officers of the club are President, J. M. Gorrie, Melrose; Vice President, Mrs. Chas. Atkinson, Malden; Secretary and Treasurer, F. K. M. Jones, Melrose; Captain E. P. J. Morton, Melrose; first Lieutenant, G. J. McArthur, Malden; Color Bearer, U. K. Meres, Everett; Bagler, S. P. Brock, Melrose. The club now has over sixty members.

TEMPLE—ROWE.

We append below the articles of agreement entered into by R. Temple and W. A. Rowe for a stake of \$500 a side and the championship of the world:

Articles of agreement entered into this twentieth day of September, 1888, at the BICYCLING WORLD office, Boston, Mass., by and between William A. Rowe of Lynn, Mass., and Ralph Temple of Chicago, Ill., witnesseth. The above parties agree to contest a one, five and ten-mile bicycle race, on best and best bicycles, for \$1000—\$500 a side—and the bicycle championship of the world, the winner of any two out of three races to win stakes and title. The first race to take place in Lynn, Mass., the sixth day of October, 1888. The second race to take place at Hartford, Ct., or Springfield, Mass., the tenth day of October, and the third race at either Hartford, Lynn or Springfield, October 13, 1888. In case a mutual understanding as to the place of the third and final race cannot be arrived at, it is agreed to leave the naming of the place to the referee.

One hundred dollars a side is now deposited with the editor of the Lynn Item, who shall be preliminary stakeholder. The second deposit of \$200 (two hundred dollars) to be posted on or before Friday, September 28. The final deposit of \$200 to be made on or before October 5, 1888. S. S. Merrill of Lynn, has been selected as final stakeholder and referee, his decision to be final without recourse to courts of law. Each party shall be allowed two umpires. The start of the race to be from a push off, and by report of pistol, Wolverhampton rules to govern. Any point not covered in these articles shall be left to the referee for decision.

Either party failing to obey the above agreement to forfeit all money down, the races and the title to the championship of the world.

W. J. MORGAN.

(For Ralph Temple.)

F. L. ALLEY.

(For William A. Rowe.)

Witness:

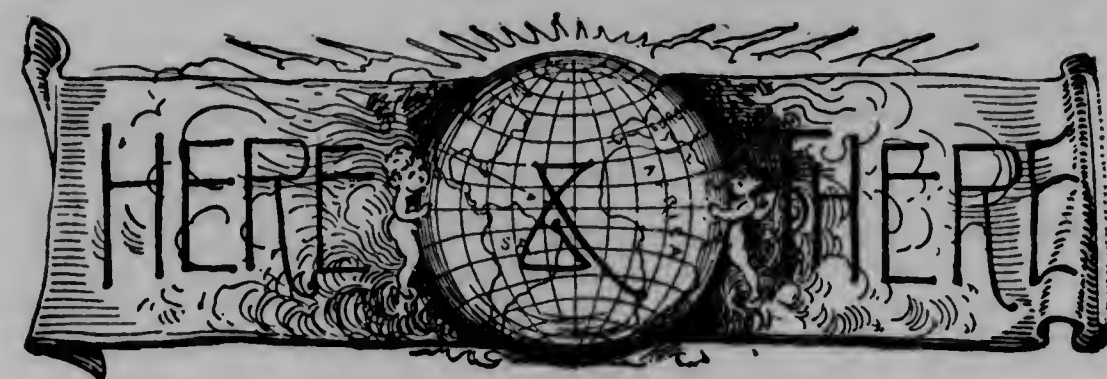
C. W. Fourdrinier, BICYCLING WORLD.

J. C. Kerrison, Boston Herald.

Boston, Mass., September 20, 1888.

Morgan and Temple returned to this city the first of this week and at once went into active training for the great event with headquarters at the Faneuil House, Brighton. Rowe will return to Lynn the last of this week and will put in his time training on the Lynn track. This match will create widespread interest as the supremacy of either man is an open question and one that can only be settled by actual racing. It is needless to say that both men and their backers are morally certain of success.

It was the wish of Temple and Morgan that one of the races should be run in Chicago, but Alley and Rowe demurred about going West and so that condition was waived by the "Senator," as Temple's backer.



THE third annual "Corn Roast" of the Cycling Club was held last Thursday eve in a quarry near Darwin Springs. Owing to the poor condition of the roads only seventeen men turned out, but these seventeen men had sport enough for fifty. A menu, consisting of green corn, potatoes—sweet and "sour"—bread and butter, milk (?), etc., was set before the boys, and the way fodder disappeared would make Dr. Tanner green with rage. After this sumptuous repast an open air concert was given, and it reflected great credit on the participants, especially Mr. Park, the basso profundo. Arthur Stone's tenor was also a marked feature of the performance. Although the last to start for the city, Messrs. Wood, McDougal, Cherry and Yale, on their side-bar quadricycle, easily passed the rest, and left them far behind in the dim distance. Credit should be given Captains Chapin and Harris and Curran for the management of the affair.

THE hill-climbing fever has not struck Syracuse as yet, and we sincerely hope it will always be beautifully distant. We have several big hills around us here, but all of them have been done. However, the boys usually find the walking good on most of them.

ON the morning of the 13th inst. several club men sat in the rooms watching the destructive fire in the Grand Opera House. Mrs. O'Neil, the janitress, occupies rooms down the hall and came in the club rooms to inquire if our block was in danger. "Oh!" said she, "Oim so glad we're safe; me stomach aches wid worryin'!"

AT Rome thirty members of the Cycling Club attended a performance of "Capers" at the Alhambra a few nights since. We basked in the smiles of the soubrette, were made fun of by the comedian, and were glared at by the heavy villain, but the climax came when the comedian gave us a verse in his comic song. This was it:

"I've one more verse to sing, there's the rub,
It's very peculiar;
Ah, yes! I'll sing of the bicycle club,
They're *very* peculiar.
There's thousands of riders, not *all* here of course,
You see some to-night, they are out in good force.
There's White, Harris, Chapin and Denny, of course
They're *very* peculiar."

BUFFALO. BUFFALO is just on the eve of changing its beautiful summer green to the brilliant autumn hues, and a ride here in October is quite as enjoyable as in the early summer. A little stiff breeze may be encountered now and then, but what of that? It certainly is invigorating to battle against a head wind. Respiration is increased, good fresh air fills the lungs, and the muscles are developed and hardened.

THE Women's Wheel Club have inaugurated two runs each week, one for the evening, the other in the daytime. They will run to Lancaster some time this week. This is their first country run, as a club, although several of the ladies are experts at country riding.

THERE are already signs of activity in the gymnasium of the Buffalo Club, and in a short time many will avail themselves of its privileges. Several of our gymnasts have resolved to do the gym. this winter in a systematic and thorough way—even to the exclusion of parties, to some extent.

THE WORLD and other wheel papers unite in pronouncing Buffalo the wheelmen's paradise, both on account of the asphalt streets and parks, and the charming maidens. Heretofore, Washington has been considered to be the best city for wheelmen in the United States, but judging from what we have heard, Buffalo even excels Washington.

OF the racers who were so unfortunate as to take headers, at our

late tournament, were Messrs. Brinker and Forbush, of the Buffalo Club. Mr. Brinker is nearly in his usual happy frame of mind, and can smile once more, his face being nearly healed. Mr. Forbush still carries his left arm in a sling, and contrives to eat three square meals, with the aid of a servant to slice his meats and further attend his wishes.

ONE of the most charming and interesting tours is from Buffalo to Brocton. Messrs. Russell, Daniels and Clark availed themselves of the fine weather last Saturday, and made the above trip. They spent Sunday at Fredonia, which is a place much sought after by a number of our members. The wine cellars at Brocton are famous, and well deserve a visit, while the vineyards, which stretch out for miles, are tempting to the last degree. Judging from reports, the above-named "Three Graces" must have stripped an acre of the luscious fruit. Wheelmen should avail themselves of this most delightful trip.

OUR friend, the "Caviler," remarked a short time ago that he was aboard a train, which was actually blown back toward Buffalo, and, moreover, that it required the aid of five locomotives to make an impression against that roaring zephyr. Now I think that the "Caviler" is misinformed, it is rather more likely that five of our "sixteen mile an hour" cyclers overtook that train just in the nick of time, and, with rope attached to their seat springs, triumphantly drew the train to its destination. It is reasonable to suppose that there were frequent stops made—under such conditions it couldn't have been a limited—except in speed.

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT." TO-MORROW afternoon at the Queens track the following races will be run for valuable medals: one-mile novice (roadsters); three-mile, Brooklyn Bi. Club, handicap; one-mile rover-type safety, handicap, roadsters; two-mile, handicap, roadsters; one-mile, beats, roadsters, for members of the Cyclists' Union of L. I.; consolation race, for starters and now winners. Also a 220 yards run, handicap.

THE roads leading to Flushing from L. I. City are very much improved, and it is no longer hard to find a rideable surface east of the Comb House.

LARGE delegations from all the Metropolitan Clubs are going down to Plainfield to-night to participate in the Plainfield Bicycle Club's lantern parade.

THE number of wheelmen at Staten Island last Sunday, was astonishing. The Hudson Counties and their Philadelphia visitors and a few New Yorkers made up a party of fifty-seven at dinner at South Beach, while the Brooklyns had twenty-three men out, and all speak well of the fine roads, weather and scenery.

ON some Saturday afternoon in October a party of wheelmen, under guidance and command of Captain Palmer of the Bloomfield Cyclers, will run up to Greenwood Lake. All are welcome, and the more the merrier. Send word to "L. A. C.," 25 Broad street, N. Y. City. Chesnuts will be ripe and the mountains will look their prettiest.

MR. POWERS, of the Riverside Wheelmen, engineered a party of Club mates, accompanied by Mr. and Mrs. Clausett, the latter on her Salvo, down to Coney Island, last Sunday, and had a most enjoyable time. Mr. and Mrs. Clausett have struck some very congenial spirits among the Riversides, and will attend the Plainfield celebration with them.

CHICAGO.

THE "STROLLER."

THE Lincoln Cycling Club had their opening Tuesday evening, the 18th inst., and it was a bang-up affair and no mistake. Everybody seemed to enjoy themselves to their utmost, and everybody was there, almost; and what with music, dancing, refreshments, toasts, etc., time fled rapidly. Long may they live and prosper.

How did Davis happen to miss his old friend, "Verax," on that Constitution Committee?

VAN SICKLEN has arrived from Buffalo. He looks pretty thin; says he lost forty pounds there from that fall.

THE Fort Dearborns are still looking for that picture won by their team at Buffalo. What's the matter, Mr. Ducker?

THE Illinois boys are busy and making great preparations for their winter amusement in their commodious club house.

MORRIS won the two-mile handicap race at the C. A. A. games Saturday. Morris is a promising flyer and bids fair to make it interesting for some of the boys next year.

THE ladies' nights at the Fort Dearborn club house are becoming very popular every week. Last Thursday night about thirty couples "tripped the light fantastic" until the musicians stopped from exhaustion.

THE Chicago Bicycle Club gave a very successful hop at the Pavilion, Friday eve., the 21st, and it was in the wee small hours before it was over. Much credit is due Mr. Bogue for his management of the same.

THE Fort Dearborn Club have chartered a car to Cincinnati for next Saturday evening, the 29th, and with the aid of the Cincinnati boys will do the town in their own peculiar way Sunday (as "Phoenix" would say).

THE Pastimes, a new club in the northwest quarter of the city, is in a flourishing condition. There are eighty members, and all have uniforms alike. They have a fine club room and are still on the boom. I passed them on a club run Sunday with forty men in line.

CHIEF CONSUL DAVIS has not yet sprung his plans for the good of the Division, but has called a meeting of the Division officers for Sept. 29th, at 8 P. M., when he will undoubtedly unbosom himself. He has also appointed a committee to draft a new Constitution, consisting of Presidents Sloane (of the Illinois Club), Thorne (of the Chicago) and Randall (of the Fort Dearborns), so I am told. Davis is a worker, and I expect great things of him.

THE Referee here is having a fit over the proposed consolidation of the Fort Dearborn and Chicago Clubs, and hints that it is to down the Illinois Club, being jealous of their success; all very nice, but N. G. The Illinois Club is all right, and they need fear nothing if the consolidation goes through. The Dearborn Club has nothing to be jealous of, and have always been on good terms with their hustling West Side neighbors. But there are two clubs on the South Side where there should be only one, and the gain to both clubs by consolidation is too apparent to be denied, and I for one hope to see it brought about, Mr. "Looker On."

NEWS

AND COMMENT.

A ROMANCE in fifty words: Scene, Orange (N. J.) mountains; *Dramatis personæ*, F. A. Gillam and Miss Amelia Bedford. Gillam riding bicycle on narrow side path; sudden appearance of strange but pretty young girl; collision and injured girl seemed inevitable; young man turns sharply to the left; consequence, header; insensible; girl calls for assistance, nurses injured man; result, love and marriage; and this is a true story.

EAST HARTFORD Wheel Club races to-morrow, Sept. 29.

OCTOBER 6, the first of the series of match races between Temple and Rowe at Lynn.

THE Boston Club will have its annual picnic run to Charles River next Sunday, Sept. 30.

THE second Temple-Rowe race will be run at Hartford, Oct. 10, and the final, if necessary, at Springfield, the 13th.

ALMOST any pleasant afternoon Pauline Hall, now singing at the Globe Theatre, can be seen wheeling over the roads surrounding Boston.

IN reply to No. 19473, of Springfield, Ill., we would say that W. Windle rides a Columbia Racer and J. F. Midgeley a Springfield Roadster.

WE are sorry to learn that W. Windle has been sent home suffering with a very bad cold. He will rest and recuperate after the hard work of the past few weeks.

WOODSIDE is suffering with pleurisy. He has been at Buffalo since his arrival in the country, but he will be in Lynn to see the first of the series between Temple and Rowe.

WILL Charlie Frazer, "Star" rider, and Prince Wells, trick rider, send their addresses to "Senator" Morgan, care of this office, immediately. A wire might facilitate matters.

THE Warren Club, of Wilmington, Del., will hold its fall meeting at the base ball grounds, that city, Oct. 6th. There will be two one-mile races, and a two-mile bicycle race for the championship of Delaware.

WE are happy to announce that W. A. Rhodes, the professional cyclist, is recovering from his long sickness—rheumatism has been

the trouble—but the brawny athlete of other days has been reduced almost to a skeleton.

EVERYBODY out at the Eastern Road Club races was on the lookout for "Caviler," but alas, the promised helmet did not turn up. We regret to learn that Mr. Kerrison, of the *Herald*, has with characteristic perspicacity spotted the identity of "Caviler."

ALL the racing talent of the Kings County (N. Y.) Wheelmen is in training for the club championship handicap, twenty-five miles, which will be run in New Jersey on October 20th. Later on the club century will be run, probably on the Patchogue route.

MR. LLOYD, of the Queens (L. I., N. Y.) track, is preparing to give a race meeting which will eclipse any of his previous efforts, not only in the value of the prizes but in the number of interesting events. In order to encourage home talent he is going to hold a competition for the championship of Queens village; distance, half mile; prize, handsome gold medal.

THE Cyclists' Union of Long Island is born. As its name implies it is for residents of Long Island only. Its objects are to promote and protect the interests of its members and to improve roads. The management is to be in the hands of an Executive Committee to be elected; the annual meeting to be held on the third week in December. For further particulars address H. E. Raymond, 118 Lafayette avenue, Brooklyn.

A MONSTER chronograph has been made in England for use by the Racing Association of Australia. It will occupy a prominent position over the Judge's stand. Its dial measures thirty inches. It registers minutes, seconds and fiftths. The action is start, stop and fly back. A ninety-pound weight furnishes the motive power; the hair spring is cylindrical. It will be operated by electricity, that is the starting and the stopping.

BERT MYERS writes: "I notice you credit W. H. Barber with the one-mile unicycle record of 3.27. In my run of fourteen miles, I made the first mile in 3.34 1-2, from a standing start, and the last mile (flying start) in 3.21. I understand Mr. Barber made his 3.27 with flying start. Can a record be allowed for a flying start mile?" [We answer, no. We should be pleased to hear from Mr. Barber as to whether the time was made from a stand still or with flying start.—ED.]

J. W. HOPELY, of Bucyrus, O., is the owner of a curious machine that savors much of history, and is a relic of the late war. The machine is what was formerly known as a two-wheeled velocipede, but is known as a bicycle. The different parts are constructed of ramrods and gun barrels that were picked up on various battle-fields of the wars. The wood work, felloes of both wheels, etc., are made up so far as possible from the stocks of the guns, and the spokes, some twenty-eight in number, are not much changed from their original shape, and can readily be recognized as ramrods.

WE attended the Eastern Road Club races last Saturday, and we were much astonished on being advised that in the supplementary races for tricycles that the single and tandem were classed alike and allowed to run in the same race wheel for wheel. Had this ruling been made in some remote corner of the country, by those not versed in racing rules, we should have quietly set them right, but when it is done here in Boston, "the home of the cycle," and by men who ought to know better, we can only wonder at the lack of knowledge, where the lack is inexcusable.

THOMAS STEVENS writes us that the second volume of his Tour around the World is out, and that a copy has been sent us. He adds: "I beg leave to point out that the story of the 6000-mile roundabout journey to India from Afghanistan, is new matter, reserved especially for Vol. 2; also much of the Indian and Chinese part of the tour, aggregating nearly 1-3 of the contents of the volume. The itinerary, at the end, will be found interesting. I am not going to sell autograph copies, any more than I am willing to extend the courtesy of the same to wheelmen, without extra charge, till Nov. 1, (22 Irving Place.) After that date must be excused."

WE asked the "Senator" where he first discovered that he had a flyer in Ralph Temple. He replied: "It was at Dublin, Ireland, just after we landed. Temple had time and time again asserted his ability to ride certain distances in certain times, all of which I had received and expressed my disbelief. On the steamer he had stated his opinion that he could 'do' Woodside. Soon after landing, an opportunity occurred and I told Woodside to go for Temple, and so lay him out that we should not hear of his ability to 'do' anything. Temple said he was ready, and so they were sent for a quarter-mile. The Chicago boy won by four lengths!! This did not satisfy me or Woodside, and so a second trial was had next day. Result, Temple won by three lengths, in the splendid time of 34 seconds.

It was then that we discovered what was in the boy. As for Woodside, he acknowledged Temple's superiority from that date."

The first meeting of the Rhode Island Division L. A. W. under the auspices of the new Constitution was held in Providence Saturday evening, Sept. 22d, at the rooms of the Rhode Island Wheelmen, Chief Consul Davol presiding. The report of the Treasurer showed a balance of \$11.77, and \$28.10 due from Secretary Bassett. It was voted to make the yearly dues \$1.50. At a meeting of the Board of Officers, held immediately after the adjournment of the regular meeting, George L. Cooke, of Providence, was elected delegate to the National Board. The committees for the ensuing year will be announced later.

MIDDLESEX writes us as follows: "The 'Caviller' shows good taste in his desire to join the Middlesex Cycle Club. For his edification I would state that 'making up his mind' is but a small step toward joining this association. He must be the fortunate possessor of a good character and disposition, vouched for by at least two members of the club, and have enough of the necessary 'root of all evil' to pay his admission fee in advance. Possessed of these indispensable qualifications the committee, ladies and gentlemen of good judgment, use their discretion. We do not guarantee 'free blows' every week, as 'Caviller' so elegantly expresses it, but we do assure him that he will get his money's worth of enjoyment. I would suggest that 'Caviller' send his photograph and a certificate of good character, if possible, to the Secretary with the necessary funds, and he will thus ascertain whether his mind and that of the club agree. As to the 'best girl,' the gentlemen of this club do not regard their lady friends as impediments to be carried about 'volens nolens,' but concede to them equal rights and privileges in the club, even to paying their own expenses, therefore the 'best girl' must speak for herself. By the way, we wheel to Lexington Sept. 30th, why not join us?"

EASTERN ROAD CLUB RACE.

A CHAPTER of accidents spoiled what promised to be a very exciting race. Notwithstanding the rain of the past six days, the roads ridden over by the contestants in the Eastern Road Club race were in excellent condition. At exactly 3.11 the following teams were sent on their way:

Dorchester, Benson, Clarke and McCombie; Chelsea, Woodman, Beazley and McCune; Cambridgeport, Carman, Himeon and Fay.

McCune at once cut out the pace, and led by about 500 yards, while the rest of the racers were content to keep close company. This condition of things obtained until the railroad bridge at Newton Lower Falls was reached, where all had to dismount and foot it past the incompleting bridge. Here Carman took a hand at leading with all the other men right on his backbone. The pace was quickened here, and the men whirled over Great Plains avenue at a great clip. While passing through Needham a big dog ran out and collided with Beazley's wheel, throwing that rider with great force. McCune was riding so close behind Beazley that he could not avoid falling over him. Beazley cut his hand and sprained his wrist badly, while McCune twisted his ankle so badly that he could barely drive his wheel along at all. This accident threw the two Chelsea men out and spoiled their chances of winning. At Newton Center the three Dorchester men, in company with Fay, of the Cambridgeports, were leading in a bunch, with Carman, Woodman and Himeon stringing behind from 200 to 400 yards. The pace slackened here, and it seemed a positive thing for Dorchester. The relative positions of the men was maintained until the turn was made from Hammond street into Beacon street. Here it was that McCombie lost control of his machine, and was thrown heavily to the ground; he struck his head and was rendered unconscious. The other men, Clarke, Benson and Fay, continued on and made a very fine finish. They crossed the line in that order and within twenty feet of each other, with Carman a good fourth. Woodman came along next, and then Himeon. This tied the score as between Dorchester and Cambridgeport, with 17 points each. The time of the first man in, Clarke, was 1.36 1-4.

In the meantime assistance had been sent to aid McCombie, and Dr. Emery, who was in attendance as referee, pronounced it a case of concussion of the brain. The injured man was taken to the city hospital as soon as possible, and at this writing (Monday afternoon) he has not regained consciousness, and the physicians report his condition as very dangerous.

A short time after the cyclists were started, the supplementary race for tricycles was started. A. S. Hill and M. S. Thomas rode singles, and "Bailey Bros.," of Cambridge, and Dave Drimmond and Berlo rode tandems. The Baileys cut the pace for quite a distance and then Hill took a turn, as he was leading and not familiar with the course he lost his way. He soon found out his mistake and after some hard riding he caught the tandems again. They

came home in this order, and on the spur home the Baileys got it easily; Hill, second; the Berlo team, third; and Thomas nowhere. Time for the winner, 1h. 7 1-2m.; distance, about twelve miles.

The referee will decide this week what shall be done in the case of the tie between Dorchester and Cambridgeport.

LATER—At the moment of going to press we learn that the condition of McCombie has changed slightly for the better. He is not out of danger yet.

PROVIDENCE.

An ideal day for racing, but a heavy track. A little delay in placing officials, and the races were started at 3.10 with the

One-mile State championship—The starters were W. A. M. Scott, B. T. Bruce, G. P. Hutchins, and Wm. Van Wagoner. Before reaching the quarter pole Scott cut out the pace and won as he pleased, with Hutchins a poor second, Van Wagoner third, and Bruce almost distanced.

One-mile tricycle handicap—Had R. H. Davis (scratch), P. J. Berlo (15 yards) and C. H. Weld (50 yards) for starters. Davis was protested because he rode a racing wheel, the protest was sustained. Berlo, at 15 yards, with Weld, at 50 yards, were the only starters. An uninteresting race. Berlo was clearly over-handicapped. Weld won. Time, 3.20.

Three-mile handicap—Had R. H. Davis (scratch), P. J. Berlo (40 yards), J. P. Clarke (50 yards), A. W. Porter (60 yards). Porter led at a good clip. Clarke on the third quarter dismounted, as something was the matter with his machine, but he went on after the other men got a good lead. Davis also had trouble with his wheel and dropped out. Porter gained on his handicap, and won by 500 yards. The race for second was good, Clarke getting it by half a wheel; Berlo third.

One-mile safety—Brought out R. H. Davis, W. A. M. Scott, Wm. Van Wagoner. A fine race all the way round. On entering the home run Davis led, and held that position to the finish, notwithstanding Van Wagoner tried hard to get the lead. Scott finished last. He protested against Van Wagoner for fouling, but it was not allowed. Time, 3.04 2-5.

One-mile boys', sixteen years and under—Was won by A. W. Porter, in the 3.24 1-5; A. W. Hutchins, second.

One-mile handicap—Very good handicapping. Wm. Martin, 175 yards (limit), cut out the pace, and held his lead to the home stretch. Then J. P. Clarke, 25 yards, rushed up and won, hands off; C. H. Weld, 30 yards, second; and Martin, 175 yards, third. Hutchins took a header on the home stretch. Time, 2.57 4-5.

One-mile tandem tricycles brought out E. S. Dayton and G. A. French, G. P. Hutchins and W. A. M. Scott, P. J. Berlo and J. P. Clarke. All bunched and riding easy to last quarter, then Berlo and Clarke cut loose and won easily. The race for second was sharp and was won by Hutchins and Scott. Time, 3.12 2-5.

One-mile novice, brought out a field of nine and it was won by R. E. Phillips who took the lead at start and kept it, L. J. Berlo second and A. W. Hutchins third. Time, 3.16 2-5.

Two-mile handicap, safety R. H. Davis, scratch; W. A. M. Scott, 50 yards; P. J. Berlo, 25 yards. A first class race between Scott and Davis. On coming down the home stretch for the finish, neck and neck, Scott's pedal came loose and he had to stop pedalling. Berlo dropped out. Time, 6.41 2-5.

One-mile team race, Rhode Island Wheelmen, Providence; B. T. Bruce, E. R. Phillips, G. P. Hutchins. Bristol County Wheelmen, Warren; R. Childs, Wm. Martin, Arthur Barrus. This proved a walk over for the Rhode Island team as they finished 1, 2, 3, and the Bristol Club men distanced. Bruce rode the race in great shape and finished first a large way ahead of his mates.

The wheelmen all returned to town to see W. Van Wagoner climb College Hill for record. He took the record, climbing the steep grade ten times without a dismount. Five times is best previous record. The grades are for 265 feet, 14 feet rise in 100 feet. The next 328 feet, 12.60 rise in 100. The last 327 feet, 10 feet rise in 100.

The lantern parade brought out two-hundred wheelmen and the display was very beautiful. After this the Club House of the Rhode Island Wheelmen was crowded with the club men and visiting wheelmen and hot coffee, lemonade, sandwiches and cream were served to the always hungry wheelmen. Taken all in all the Rhode Island Wheelmen are to be congratulated on the success of their meet.

MR. PATTEN CLAIMS THE CHAMPIONSHIP OF MAINE.

Editor *Bicycling World*: I send you to-day a copy of St. John Telegraph containing an account of a one-mile and two-mile bicycle race. I won the one-mile and now claim the record for Maine 3.07 1-8 and one-mile championship of Maine and the Maritime Provinces. R. PATTEN.

Skowhegan, September 18, 1888.

A Letter That Needs No Comment.

DETROIT, Mich., Aug. 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

Gentlemen—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the meet in 1887 there were 60 wheels, and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade, there were 34 American Champions—an increase from 1-60 to about 1-3.

I can **PROVE** that there have been more American Champions sold in Michigan this year than any other **TWO** makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders too. Three out of five races at St. Johns were won on Champions. A \$250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly,

C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by Jno. A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

EAGLE ROCK CLIMBED NINE TIMES Thursday afternoon, August 23d. Start was made at 4 P. M. and finished at 6.25 P. M., when darkness interfered. This is a two minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York ave., Jersey City, N. J.; Geo. J. Pforr, 64 Washington st., Chicago; Herman Kneised, 97 Webster st., Jersey City, N. J.; S. C. Wells, 365 Broad st., Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

We are now delivering Ramblers with a reasonable degree of promptness.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

Catalogue on application.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

Club and Racing Associations, TAKE NOTICE.

THE INTERNATIONAL TEAM OF CYCLISTS,

Under the management of "Senator" Morgan, has arrived in this country, and will be open to engagements during the Fall months. The team consists of the fastest riders of America, England and France. Write for terms, which will practically guarantee the club against financial responsibility, and at the same time insure good racing and good gate. Do not delay, as it will be "first come first served." Address, for further particulars,

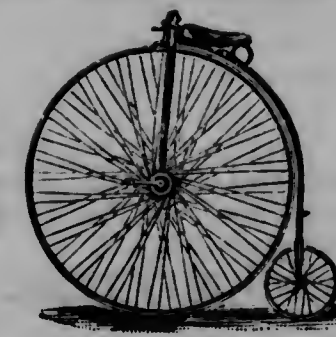
"SENATOR" MORGAN,

Manager International Team,
Care Bicycling World Co., 12 Pearl Street, Boston.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



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Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$5.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

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RECORDS.

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THE POUGHKEEPSIE TOURNAMENT.

(Special.)

The train which carried your "special" into the classical town of "Po Kipsie"—as the natives put it for short—also carried with it several racing men of renown, among them being W. A. Rowe, W. F. Knapp, "Senator" Morgan and W. E. Crist. The latter gentleman is known as an amateur of ability and long standing in the cycling turf, and informed your correspondent that he had just won the championship of America at the annual meeting of the A. A. A. A., at Detroit, and that he rode under exceptional circumstances, inasmuch that he rode with a borrowed outfit of racer and costume, the latter fitting him too quick. "Gene" won by six inches, but I failed to recognize who the "fliers" were that he defeated. I don't think Windle was there. This reminds me to say that this same "Gene" showed a glimpse of his old Springfield form at the Poughkeepsie meeting. Wilbur F., or "Dutch" Knapp—as his friends love to call him—had just returned from a tour of inspection, undertaken for the purpose of locating a portion of his numerous family in Lynn, and the sight of "Dutch" promenading the streets of Lynn, with grip in each hand, enquiring at the street corners for loved ones he had left behind during his European adventures, and whose exact location he had forgotten, brought tears even to "Doctor" Wilder's (Item) eyes, and the hardened crowd of Lynn sports. "Where do I live now?" was "Dutch's" query to S. S. Merrill, whom he met up Glenmere way.

Horace Crocker, like the dutiful son he is, had run home from Hartford to see his widowed mother, and with "Bob" Neilson reached Poughkeepsie Wednesday.

This little town on the river does not impress your average cyclist favorably, with its rough, cobblestone streets, with grades which would compare favorably with Mount Washington or Corey Hill. The "good" streets during my visit had a coating of black mud, which put me in mind of some New Orleans streets in the rainy season.

The Poughkeepsie cyclist should be awarded the laurel wreath for enthusiasm under difficulties, and if there is a club room in the world of its size that can beat the rooms of the Poughkeepsie Bicycle Club I want to hear from them. I gave the "rooms" exactly five minutes by my Waterbury, and in that time the Oriental splendor of the club's headquarters impressed me much. Sublime effects brought about by the upholsterer's art and the solid, artistic points of everything make the rooms look worth every penny of the ten thousand dollars it is stated was paid for furnishings.

I reached the grounds of the Hudson Driving Park, where the races were to be held, and when I arrived I remarked, "boys, somebody will drop some money here." The grounds are too far from town, and no means of getting there, other by hacks or walk. The affair had a Jonah look from the start, and when the less than 500 people assembled the first day my fears were fully realized, and Brother Ducker looked solemn. None but enthusiasts of the first water (with no experience) should be caught indulging in such a costly snap as the experienced Ducker was caught in to the tune of five hundred at Poughkeepsie. The amateur entries were poor in the extreme, and the chill of Buffalo seemed to pervade all, but the "pros," to their credit be it said, rode as if thousands depended on the result, knowing there was not a cent in it for them, and they would be out their expenses. "You bet they will never catch me in Poughkeepsie again," was Manager Ducker's comment.

The mile trotting track could give Buffalo track a big start and a beating. The fastest times, of course, were made by the professionals, and Rowe's 2.41 for the mile, with one side of the track rather rough and a stiff wind, and the tandem mile, 2.49 (record for America), by Crocker and Neilson, were good riding.

FIRST DAY—SEPT. 21.

One-mile novice—H. D. Betts, Poughkeepsie, first; E. T. Van Benschoten, second. A fairly good race, won by a few yards. Time, 3.16.

One-mile club handicap—John Van Benschoten, first; Theo Roberts, second. A splendid finish, the Van winning by a nose. Time, 2.57.

One-mile professional handicap—R. A. Neilson, 50 yards, first; H. G. Crocker, 20 yards, second. Also started—Rowe, scratch, and Knapp, 30 yards. A good race, "Bobby" winning by a neck all out; Crocker second by a yard. Time, 2.46.

Five-mile amateur (open)—W. I. Wilhelm, Reading, Pa., first; Ludwig Forster, Hartford, second; W. E. Crist, Washington, third. In this race the Reading man showed wonderful finishing powers, fairly leaving Crist, who seemed tired after his long journey from Detroit, and the "Bavarian," Ludwig, took second by twenty yards. Time, 16.29 1-4.

Three-mile professional handicap—W. F. Knapp, fifty yards, first; H. G. Crocker, 30 yards, second. Also started—Rowe, scratch, and

Neilson, 150 yards. A splendid race, Neilson holding his own till half a mile from home, when the "Dutch" went up to him, and a brilliant finish resulted as above. Time, 9.20.

One-mile amateur (open)—W. I. Wilhelm, first; W. E. Crist, second. Crist seemed to improve this trip, and pushed the Keystone State man to the wire, beating "Ludwig." Time, 2.56.

One-mile professional tandem—Neilson and Crocker, first; Eck and Knapp, second. The latter pair started on a roadster tandem which rattled like a tool wagon. An accident to the winners' racing tandem was the cause of slow time, which was 3.15.

Two-mile amateur, 6.20 class—Ludwig Forster, first, easily; John Van Benschoten, second. Time, 7.23. The above indicates a weakness in the class rules. Forster is capable of 2.50 or thereabouts, but of course his entry was sent in before his Hartford appearance, still I fancy there ought to be something to cover the case.

One-mile professional scratch—W. A. Rowe, first; H. G. Crocker, second. Also started—Knapp and Neilson, but the effects of the night on the Fall River boat began to tell on "Dutch," who rolled in, with his tongue out, a bad third. Time, 2.41.

One-mile Dutchess County—John Van Benschoten, first; Theo Roberts, second. The Van rode well. Roberts rode gallantly, and was only beaten by a foot. Time, 3.00, dead.

THE SECOND DAY, SEPT. 22.

opened with Ducker's anxious eyes on the box office, and the professionals counting the "crowd," as they straggled in like survivors of a battle into a friendly city. Eck twirled his silver grey moustache, Rowe figured up his expenses, and Knapp telegraphed his bankers for money to proceed to Jonahville, where the next "gate" meeting was to be held.

The air on this Saturday seemed blue, and everybody looked blue, and several amateurs wanted "orders" for their prizes, "having to catch an early train."

The first race was called to a tune by the band, who were almost the sole occupants of the grand stand, entitled "A-hunting we will go." Well, thought I, we may all go hunting in that wood yonder, as it seems a pity to waste muscle and perspiration here. This reminds me of a little incident which happened while John S. Prince's (at that period champion of the earth) destinies and fortunes were entrusted to my care. I had made arrangements for Jack to break the then existing quarter-mile record over the shell road at the West End, New Orleans. The arrangements were left in the good care of the New Orleans cyclists. Prince had conceded me ten yards' start in the distance, and the first heat (of two) had been run and fifteen minutes' rest took place. At the expiration of the time I proceeded to my mark and the officials were ready, when the cry arose, "Where's Prince?" No one knew; his dressing-room was searched, and a party searched the island, and at last spied a man in racing costume laying on his stomach, intently fishing, and muttering, "I've got you now," was heard, as Jack pulled out a small "shiner" that he had been coaxing for a half hour, while an expectant public waited for a race. He had forgotten all about the race, but he broke the record of 41 seconds, doing 39, and the Orleans boys laughed over the incident and well they might.

Well, pardon my digression. The first race was the team race, which did not take place, as the usual kicking over certain starters resulted, and while the officials were telegraphing to the government for instructions, the professionals stepped out on the track to the tune of "We are coming, gentle Annie." Knapp's fine form was much admired by the two solitary Vassar girls, who occupied the "box" devoted to political fair orators, and who smiled at the grey and pink colors "Dutch" wore in their honor.

Two-mile professional handicap—W. F. Knapp, first; W. A. Rowe, second. Also started—Neilson, 100 yards; Morgan, 150; Crocker, 50. A good race, Neilson and Morgan claiming Knapp rode them wide on the last corner, which is sixty feet wide. Time, 6.01 3-4.

The team race by special sanction now took place. Crist was "barred out," and Wilhelm, of Reading, Pa., Club, won; John Von Benschoten coming in second. Three starters; distance, one mile. Time, 2.51 1-4.

One-mile amateur, 3.20 class—Ludwig Forster, second; John Von Benschoten, first. This race was remarkable for the peculiar tactics adopted by the Bavarian from Hartford, who seemed to court attention from his worship, the L. A. W. I would give the young man a little free advice, and that is "shake" the society of that dark young man from Hartford. Time, 3.15.

One-mile professional tandem handicap—Crocker and Neilson, scratch, first; Eck and Knapp, 200 yards, second. Eck acted like an unbroken trotter in this race; he could not keep his feet on the rubber pedals of the roadster. They skimmed the air every now and then. The time for the scratch men was good, 2.49.

One-mile amateur, 3.00 class—John Van Benschoten, first; Ludwig Forster, second. Time, 3.17 1-4.

Half-mile professional scratch—H. G. Crocker, first; W. F. Knapp, second. Also started—R. Neilson. A good turn of speed, track and wind being against a very fast half which Crocker was after. Time, 1.19 3-4.

Five-mile amateur, 16 minute class—W. E. Crist, first; Ludwig Forster, second. A slow race devoid of interest. Time, 18.28 3-4.

Three-mile professional scratch—W. A. Rowe, first; H. G. Crocker, second. Also started—W. F. Knapp and W. J. Morgan. A very interesting finish, Rowe winning by barely a yard. Time, 9.31 1-2.

One-mile amateur open—W. E. Crist, first; W. I. Wilhelm, second. A rattling finish, "Gene" Crist showing improved form. Time, 6.00 1-2.

Amateur consolation.

Final event—Scrambling for prizes and hurrying out of town.

"SENATOR."

NEW JERSEY DIVISION MEET.

The seventh annual meet of the New Jersey Division, L. A. W., held in this city and Orange on Friday and Saturday of last week, is pretty generally conceded to have been one of the most successful ever managed by the division.

The visitors began to show up at the Continental Hotel in this city and at the League Hotel in Orange at an early hour on Thursday night, and at three o'clock on Friday when the races were billed for the Roseville track, nearly three-hundred wheelmen and wheelwomen were inside the gates. In the morning the most of the visitors had indulged in quiet spins around the Oranges.

The track was in very bad condition, the heavy rain having washed a portion of the track making it heavy.

The races were started about 3.30, and resulted as follows:

One-mile bicycle championship—eight starters; won by S. B. Bowman in 3.30 2-5 with E. P. Baggot second, 3.31 and C. E. Kluge third. The first lap was a waiting race to the close, when Bowman spurred and kept the lead to the close, closely pressed by Baggot. Kluge gained third place by hard work.

One-mile bicycle, handicap, championship, Pasaic County Wheeling and Athletic Association—five starters; Robert H. Blake, scratch; W. E. Shuit, scratch; B. F. Spencer, 50 yards; Fred Butterworth, 80 yards; Chas. Finch, 90 yards. Won by Shuit in 3.49, with Finch second, 4.03, and Spencer third. The race was a walk over for Shuit.

One-mile tandem bicycle handicap—A novelty here. L. A. Hill and E. I. Halstead on a racing machine, scratch, and L. H. Johnson and W. H. Caldwell on a roadster, 50 yards. It was a "roadster track," and so the Johnson-Caldwell combination won in 4.01 1-5 by half a lap.

One-mile Elizabeth Wheelmen championship—Won by W. H. Caldwell, in 3.36; L. B. Bonnett, second; A. T. Downes, a bad third. An excellent race between Bonnett and Caldwell.

One-mile handicap Orange Wanderers—Won by A. T. Dodd, 125 yards; F. Brodessaer, 175 yards, second; C. A. Lindsley, 150 yards, third. The finish between Dodd and Brodessaer was very good, but some of the handicapping was poor. Time, 3.48 4-5.

Two-mile State championship—A poor start caused by the decided foul riding of H. W. Peck was made. This was a race from the start between F. N. Burgess and E. P. Baggott. Burgess proved to be the better man, however, and finished both the first and second miles in the lead, after a hard fight. His time was 7.40 3-5. H. W. Peck was third.

One-mile handicap, Hudson County Wheelmen—C. E. Kluge, scratch; S. B. Bowman, 35 yards; F. J. Gubleman, 75 yards; J. E. Day, 135 yards; W. G. Wilson, 150 yards. Won by Bowman, in 3.30 2-5; Gubleman, second, 3.32 2-5. The handicap in this was too heavy for Kluge, and he stood no show.

One-third-mile—This was a brilliant race, and was "hammer and tongs" from the word go. C. I. Halsted won in 59 4-5 sec., with W. H. Caldwell a very close second, and W. F. Pendleton third.

One-mile Plainfield Club championship—Only two starters, M. S. Ackerman and F. B. Van Buren. Ackerman won in 3.58 4-5.

One-mile consolation—Three starters, F. N. Burgess, A. A. Zimmerman, J. Grant Cramer. Won by Burgess in 4.06 1-5, with Zimmerman second, in 4.01 1-5. Cramer dropped out at the end of the second lap.

One-mile tandem tricycle—Two teams: C. E. Kluge and L. H. Johnson, and W. H. Caldwell and S. B. Bowman. Won by the latter team in 5.13 1-5. This will stand as the funniest track race on record, the track having become so bad that the men had to get off and walk, as one spot was too soft to be ridden. In the last lap Kluge dismounted too quickly, causing Johnson, his mate, to take a roll in the mud. Every one was convulsed with laughter. This finished the sport.

The lantern parade was held on Friday evening, and was participated in by about 250 wheelmen. As usual the exhibition called out a big crowd of spectators, and the "illuminators" were frequently cheered.

After the parade a Smoker was held at the club rooms of the Orange Wanderers, and it was a fitting termination to the day's sport.

The hill-climbing contest took place on Eagle Rock, Saturday, and the surface was in very good condition. Seven starters: J. V. L. Pierson, 52-inch Light Columbia; C. L. Leisen, 45-inch Star; Everett Townsend, 53-inch Columbia Roadster; Frank Brock, 42-inch Pony Star; J. R. Sutterly, 51-inch Expert Columbia; Fred Coningsby, Victor Safety; Edgar J. Decker, 50-inch Springfield Roadster. The start was made at 4.05, Pierson getting the first push-off; the rest were started at intervals of three minutes in the order named. The first prize was won by Fred Coningsby in the very fast time of 7m. 43s.; Leisen came in second in 8m. 17s.; and Decker third in 9m. 15s. All the others fell before the finish.

For the success of this meet and all connected therewith the credit belongs to the live Orange Wanderers, who had the entire management of the affair from beginning to end.

WELLS FAILS ON MURDER LANE HILL.

A SPECIAL from our correspondent, "Duquesne," dated Pittsburg, Sept. 24, states that John A. Wells, mounted on an American Rambler geared to 48 inches, with cranks, 7 1-4 inches, attempted to ride up Murder Lane Hill. He also tried twice to do up Sycamore St. He failed on both hills to climb as far as had been accomplished by local wheelmen.

RECORDS IN ENGLAND.

AUGUST 31, at Long Eaton, H. Sansom, tricycle, quarter-mile, 39 4-5; half-mile, 1.17 3-5. Best previous was 40 3-5 and 1.22 3-5.

On same day H. E. Laurie, a seventeen-years-old boy, went for the safety hour records from 2 to 21 miles as follows:

	PREVIOUS RECORD.		LAURIE'S TIME.	
	M.	S.	M.	S.
1	-	-	2	37 4-5
2	-	-	5	37
3	-	-	8	27
4	-	-	11	47
5	-	-	14	46 1-5
6	-	-	17	48 2-5
7	-	-	20	51
8	-	-	23	53
9	-	-	26	54 2-5
10	-	-	29	55 2-5
11	-	-	32	52
12	-	-	35	54
13	-	-	38	55
14	-	-	41	51 2-5
15	-	-	44	55
16	-	-	47	53 2-5
17	-	-	50	48
18	-	-	53	44
19	-	-	56	39
20	-	-	59	27
21	-	-	59	41 4-5

Since then Laurie tried for the mile record on a safety, and he cut it to the following tune:

	LAURIE'S TIME.		PREVIOUS RECORD.	
	M.	S.	M.	S.
Quarter-mile	-	-	0	39 3-5
Half-mile	-	-	1	17 1-5
Three-quarters of a mile	-	-	1	56
Mile	-	-	2	36 3-5

OXBORROW AND ROBB HAVE A GO AT RECORDS.

Oxborrow, Sept. 11, cut the following records, riding a Rudge bicycle:

MLS.	H. M. S.		MLS.	H. M. S.	
	M.	S.		M.	S.
22	-	-	*1	03	54 4-5
23	-	-	*1	06	59
24	-	-	*1	10	07 3-5
25	-	-	*1	13	16 1-5
26	-	-	*1	16	23

* Safety records. † Ordinary records.

At the conclusion of the above, A. H. Robb, on a "Rudge" ordinary, paced by Howell, Vale, etc., started for the mile English professional record (Howell's), which he accomplished in 2m. 33 4-5s.

MR. COREY TO "SENATOR" MORGAN.

Editor *Bicycling World*: Replying to the question of my esteemed friend, Morgan, in your last issue, I beg to say that the paper signed by me as Judge was after the races were over, and moreover, was simply intended for the future guidance of racing men. It had nothing to do with judging the close finishes during which I was not on duty. Now "let us have peace." H. D. COREY.
Boston, Sept. 24, 1888.

MR. BLAKE ON THE CONSTITUTION AND ITS OBJECTORS.

Editor *Bicycling World*: I take a good deal of interest in the arguments for and against the new Constitution of the L. A. W., which have been given so much space lately in the columns of the cycling press, but until now have refrained from showing my oar into the maelstrom of opinion which has been swirling about us ever since the Baltimore meeting.

Personally, I think there are weak spots in the new Constitution, but I fear that the opposition to it will never amount to anything, unless the leaders do more than indulge in length jeremiads (*in print*) against it. No well-conducted Indian would enjoy being dubbed "Big-Chief-who-uses-ink," for the reason that his fellows would be only too prone to add to that designation "and-never-does-anything-else." I fear that Mr. Shriver will have that unpleasant appendix to his well-earned title conferred upon him very shortly by the occupants of the L. A. W. wigwam.

The reason is perfectly plain. At the general meeting of the New York State Division in Buffalo, when the Chairman called for remarks on the question of the adoption of the new Constitution by the Division, instead of a grand onslaught by the opposition with Mr. Shriver at their head, there was simply silence, the ordinary every-day silence of commerce. Why was this thus? Truth compels me to state that the G. O. M. of the opposition was not there!! Our modern Moses was not present to lead us out of our wilderness of doubt and apprehension, not by a long chalk—a chalk nearly 450 miles long.

All audiences appreciate a plucky loser, and here was a chance for the unterrified opposition to ventilate their opinions in open debate, but sad to relate they had vanished like snow in sunshine. Now, Mr. Editor, I object, and I imagine others do, to playing snow to some other fellow's sunshine, and until the opposition get some leaders with more nerve than the present ones possess, the new Constitution is good enough for

JOHN REGINALD BLAKE,
L. A. W. 17,899.
New York, Sept. 22, 1888.

HORSE VS. BICYCLE IN NEW MEXICO.

THE recent contest between horse and bicycle over the country road between Silver City and Deming, N. M., excites more than passing notice, as the time made by the horse, viz., 3h. 47m., is to my belief the best on record for the distance, 50 miles. [We have no data to prove our correspondent is correct, we find, however, that the best trotting record for one horse is 3.55.40 1-2, by Ariel, in 1846. The best 50 miles with ten horses is 1.50.03 1-2, at San Bernardino, Cal., July 7, 1883.—Ed.] Further, that the bicycle and rider should be defeated over a distance granted to be its best for fast time, was a surprise to those not acquainted with the roads and other general conditions. With these conditions it is my present purpose to better acquaint the public. Silver City is 48 miles by railroad from Deming, and 1500 feet higher above the sea. The stage road is called 50 miles, and is probably all of that.

This road both parties were to use, being, however, allowed to make such "cut offs" as they chose, always "returning to the old stage road;" how this was interpreted by the horsemen, will be seen later on.

Leaving the main streets of Silver City the road, here hard but rough, descends rapidly into the canyon past the quartz mills, where there is a very steep, rocky hill. From here for about seven miles the road follows the line of the railroad, crossing over and under it once or twice. This stretch, which is all down grade, and in parts hard and smooth, is cut up by the windings of the stream (now dry) so that a dismount, or at least slowing up, was necessary to the wheelman. After crossing the railroad the road turns to the north and strikes into the rolling hills, its surface nowhere more than fair riding, and frequently cut by patches of sand and stretches of loose stones. The hills, after the ascent from the railroad, which is three-quarters of a mile long and in parts unrideable, are caused by "draws," or gulches, cutting across the table land, and are of course unavoidable. The first two are rideable but rough, the next two and particularly the last are not. This last "draw," which comes down from Lone Mountain, is about half a mile wide, with steep, rocky sides, down which the track (for a road it is not) turns

in a zigzag, making riding on a wheel extremely dangerous downwards, and impossible upwards.

From the top of this last draw the table land (Mesa) slopes gradually, and the road is fair, though with stony patches all the way to Apache Tajú, a ranch about five miles distant. From here to Hudson's, nine miles, the country is mainly level or sloping gently towards Deming, and the road, according to the nature of the ground, is either hard and smooth or dusty. Here also are many rocky patches. Hudson's is half way, 25 miles. From here to Deming the prairie slopes very slightly towards Deming, and the soil becomes gradually sandier all the way. To the Minibers River, five miles, the surface was fair, but from here in the sand had been cut and loosened by much traffic until the wheel had from two to five inches of sand to plough through. From one to two miles of this riding is impossible. This is the present condition of the road. Three weeks ago this stretch from Hudson's to the five-mile ranch (ie. 20 miles) was hard and firm from recent rains, and fast time could have been made on it.

The race was started from the Timmer House in Silver City, at 6.30 A. M., Thursday, Sept. 13th, the wheel turning to the south down the main street, the horse and escort to the right (N) over a hill, thus cutting off half a mile.

The horse did not return to the stage road, but followed the old government trail to within four miles of Hudson's; but the escort waited for the wheelman in the canyon and galloped in front of him all the way to the hills, causing a cloud of dust to fly in the rider's face rendering vision and breathing difficult. This foul play on their part was premeditated as the wheelmen had been warned that this would be done, and on this account a rider on horseback accompanied the wheel the entire distance and protested the race on above grounds.

The wheelman rode superbly, climbing and coasting the hill in a style which seemed impossible, as added to the wretchedness of the road a strong head wind had sprung up which increased all day.

His time to Apache Tajú was 1h. 10m. and to Hudson's 1h. 55m., the horse arriving at the same time. Here both stopped long enough for the riders to drink and eat a bite and then both started again. At the Minibers River, 5 miles out, the horse drew away and was not again seen, making the 25 miles in 1h. and 42 min. and the last 18 miles in an hour.

The wheelman seeing that further efforts against the sand and wind combined, were useless, rode on easily and arrived at Deming in 4h. 43m. Such was the race.

The horses were said to be in good condition at the end, and bets were freely offered that either horse could make the distance in 3 1-2 hours. I should have stated that a second horse made the entire distance coming in 1min. after the 1st.

The amount at stake was 250 head of cattle a side, equal to about \$2500 and many side bets besides.

The bicycle, a 53 Columbia Light Roadster, was ridden by N. G. Kennedy of Denver.

The horses are both natives of New Mexico, of Spanish extraction, both pony horses, ie., about 15 hands, one a bay called the "Ratler" the other a calico called the "Pinto."

THE GORMULLY & JEFFERY MFG. Co. have recently been making large shipments of bicycles to Japan. The Japanese are of a small stature and of light weight, so that the American Ideal bicycles, which in this country are used only by youths, are very popular in Yokohama and other Japanese cities among adults, and amply strong to do the work. The Ideal is fast crowding out English machines in that most progressive of the far Eastern countries, on account of its strong and thorough construction and very reasonable price.

The success of the Victors in road races seems to continue in unbroken monotony. Clarke, the first man in in the Eastern Road Club race rode a Victor.

CORRECTION—The world's record for one mile on safety tandems was made at Hartford on a "Swift Tandem," by Messrs. Crist and Davis, and not on Premier, as is erroneously going the round of the papers. Messrs. Crist and Davis rode an ordinary roadster "Swift Tandem," and made their record without pacemakers of any kind.

MR. J. P. HALL, of Albany, Oregon, left that place Aug. 5, for a 400 mile trip through Southern Oregon to Coos Bay and return. He crossed the Coast Range Mountains twice and travelled for 150 miles over a rough mountain trail, a road on which had never been ridden a bicycle. He was several times warned not to do it, the road being considered utterly impassable to bicycle travel. He persevered, riding most of the way and walking the balance, and therefore deserves the credit of having ridden over nearly 150 miles of the roughest of rough Oregon roads. The machine ridden was a 52-inch 1888 pattern Columbia Light Roadster, which stood the test of the trip with the utmost impunity.



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103 State Street, Boston.
SECOND VICE PRESIDENT,
W. S. BULL,
16 West Eagle Street, Buffalo, N. Y.
TREASURER,
W. M. BREWSTER,
309 Olive Street, St. Louis, Mo.

THE third and last quarter of the League year begins October 1st. Applicants will be required to send but \$1.25 for initiation fees and dues on and after that date until April 30, 1889.

THE *Bicycling News* is not pleased with the reinstatement of Hendee, for it holds the English idea of, "once a professional, always a professional." The League has long since left this relic of barbarism behind, and a man who commits an act of professionalism with us has not committed an unpardonable sin. When reform and true repentance is shown, America is willing to forgive and reinstate. In this we are ahead of England.

NOW that there is a lull in the storm of criticism that has been raging upon and about the Constitution of the League, we have a word to say to those who think they can improve the document by advice or suggestion. Let any and all such, communicate with Dr. Wm. H. Emery, Chairman of the Committee on Rules and Regulations, 1177 Tremont st., Boston, and lay before him what they may consider to be the faults of the document, be it of commission or omission. We promise a respectful hearing and careful consideration of any communication that is sent in. No officer of the League has prejudices in favor of the present Constitution that will blind his eyes to any improvement.

STATE OFFICERS.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

CALIFORNIA—Chief Consul, Edwin Moh-

rig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex. S. Ireland, Bank of British North America, San Francisco.

COLORADO—Chief Consul, Horace Beddo, Diamond Palace, Denver.

CONNECTICUT—Chief Consul, C. E. Larom, 386 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merrihew, 906 Jackson street, Wilmington.

DISTRICT OF COLUMBIA—Chief Consul, George S. Atwater, 1206 Pennsylvania avenue, Washington. Secretary-Treasurer, Edson B. Olds, Citizens National Bank, Washington.

ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas T. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, R. L. Thompson, Muscatine. Secretary-Treasurer, H. B. Cropper, Cedar Falls.

KANSAS—Chief Consul, W. C. Bradley, Ottawa. Secretary-Treasurer, Otto H. Wulfeck, Leavenworth.

KENTUCKY—Chief Consul, E. H. Croninger, 110 East Ninth street, Covington. Secretary-Treasurer, Al M. Watcher, Martin and Greenup streets, Covington.

LOUISIANA—Chief Consul, Harry H. Hodgson, 13 Carondelet street, New Orleans. Secretary-Treasurer, Harry W. Fairfax, 454 Carondelet street, New Orleans.

MAINE—Chief Consul—Dr. G. E. Dow, 507 1-2 Congress street, Portland. Secretary-Treasurer, A. L. T. Cummings, Biddeford.

MARYLAND—Chief Consul, Albert Mott, 1734 St. Paul street, Baltimore. Secretary-Treasurer, G. W. H. Carr, 723 North Fremont street, Baltimore.

MASSACHUSETTS—Chief Consul, H. W. Hayes, 103 State street, Boston. Secretary-Treasurer, Sanford Lawton, Springfield.

MICHIGAN—Chief Consul, A. B. Richmond, 411 Sorlonia street, Grand Rapids. Secretary-Treasurer, C. A. Conover, Coldwater.

MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, W. M. Brewster, 309 Olive street, St. Louis. Secretary-Treasurer, J. A. Lewis, Continental Bank, St. Louis.

NEW HAMPSHIRE—Chief Consul, H. M. Bennett, Manchester. Secretary-Treasurer, George F. Hill, Great Falls.

NEBRASKA—Not elected.

NEW JERSEY—Chief Consul, Dr. J. H. Cooley, Plainfield. Secretary-Treasurer, Robinson Pound, Plainfield.

NEW YORK—George R. Bidwell, 313 West 58th street, New York City. Secretary-Treasurer, George M. Nisbett, 50 Wall street, New York City.

OHIO—Chief Consul, T. J. Kirkpatrick, Springfield. Secretary-Treasurer, J. W. Spahr, Springfield.

PENNSYLVANIA—Chief Consul, George A. Jessup, Scranton. Secretary-Treasurer, J. G. Carpenter, Wilkes-Barre.

RHODE ISLAND—Chief Consul, C. S. Davol, Warren. Secretary-Treasurer, N. H. Gibbs, 239 Westminster street, Providence.

TENNESSEE—Chief Consul, J. R. Wilson, Jr., Clarksville. Secretary-Treasurer, B. A. Patch, Clarksville.

VERMONT—Chief Consul, H. A. Webster, Montpelier. Secretary-Treasurer, F. E. Dubois, West Randolph.

VIRGINIA—Chief Consul, J. C. Carroll, 197 Main street, Norfolk. Secretary-Treasurer, A. K. Schaap, 617 E. Broad street, Richmond.

WEST VIRGINIA—Chief Consul, H. P. Wilkinson, Wheeling.

WISCONSIN—Chief Consul, Jay A. Hinman, Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

Iowa Division.

According to the new constitution and By-laws of this Division, all Local Consuls terms of office expire on September 1st, and as I desire to appoint their successors at once I would be pleased to hear from the members in the different cities giving me names of parties who they desire to have appointed Consul for their city. I should be pleased to hear from all at once. Yours fraternally, ROBT. L. THOMPSON, C. C. Iowa Div.

Michigan Representative.

I have this day appointed Mr. W. H. Hayden of Tecumseh, Mich., as representative of the Michigan Division. Fraternally yours, A. B. RICHMOND, C. C. Grand Rapids, Mich., September, 1888.

New Jersey Representative.

T. D. Sendor of Millville is hereby appointed a representative. J. H. COOLEY, Chief Consul.

Ohio Delegates.

At the meeting of the Board of Officers of Ohio Division held in this city on the evening of September 18th, the following parties were chosen as delegates to represent our division in the National Assembly: James R. Dunn, Massillon; H. S. Livingston, Cincinnati; H. B. Hane, Marion; George Collister, Cleveland. T. J. KIRKPATRICK, Chief Consul.

Local Consuls for Rhode Island.

1. Chas. E. Doe, P. O. Box 495, Providence. 2. A. W. Howland, East Greenwich. 3. Chas. F. Gladding, Warren. 4. H. L. Dyer, P. O. Box 812, Newport. 5. J. H. Cross, Westerly. 6. S. H. Day, P. O. Box 47, Bristol. 7. S. W. Himes, Phenix. Yours fraternally, CHAS. S. DAVOL, C. C.

Tennessee Members, Attention!

I have on hand a large number of Recruiting Circulars to be used in aiding members to bring in more men to our ranks. If all members of the Division will send me the name of all Non-League members of their acquaintance, they will aid me very much in carrying on the good work. Members engaged in recruiting for the Division can get circulars from me on application. A supply of these circulars will be mailed to all Local Consuls at once. Let me urge each and every member of the Tennessee Division to go to work in building up the L. A. W. in our State. Fraternally, JOS. R. WILSON, JR., Chief Consul.

Tennessee Appointments.

I have appointed the following Local Consuls: 1—Robert W. Slusser, Memphis. 2—Ed. D. Fisher, Nashville. 3—J. D. Herndon, Clarksville. 4—P. E. Cox, Franklin. 5—G. A. Wilkinson, Chattanooga. 6—J. R. Scates, Union City. Other appointments will follow shortly. Fraternally, JOS. R. WILSON, JR., Chief Consul of Tennessee. Clarksville, Tenn., Sept. 28, 1888.

Rhode Island.

At a meeting of the Board of Officers, Rhode Island Division L. A. W., held in this city Saturday evening, Sept. 24, 1888, Geo. L. Cooke was elected delegate to the National Assembly. Fraternally, N. H. GIBBS, Sec. Treas.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated: Rhode Island Wheelmen, Providence, R. I.—Geo. L. Cooke and Chas. H. Howland.

League Clubs.

The Osceola Wheel Club, of Osceola, Iowa, has applied for admission as a League Club, an is numbered 208.

Michigan Appointments.

Consuls 1888-89.

Allegan—C. T. Gage. Ann Arbor—C. W. Wagner. Armada—C. F. Lathrop. Adrian—W. H. Burnham. Battle Creek—W. K. Kellogg. Bay City—D. G. Jackson. Benton Harbor—H. R. Huntington. Blissfield—C. E. Howland and. Birmingham—A. Whitehead. Calumet—W. M. Harris. Caro—W. F. Street. Centerville—W. Denton. Coldwater—H. J. Bassett. Chippewa Lake—G. A. McHenry. Dearborn—H. M. Snow. Deerfield—E. W. Scott. Detroit—C. H. Lightner. Dowagiac—F. S. Colby. East Saginaw—Geo. W. Smith. Flint—E. M. Gordon. Grand Haven—N. Robbins Jr. Grand Rapids—W. S. Turner. Hancock—P. B. Rastello. Holly—C. S. H. Poole. Homer—W. W. Sailer. Howell—W. E. Beach. Humbolt—W. J. Maus. Hudson—C. D. Allen. Ispeming—H. Harwood. Ithaca—E. J. Heath. Ionia—C. A. Cushing. Iron Mountain—W. H. Havens. Jackson—F. J. Pratt. Lansing—L. J. Bates. Lapeer—Geo. S. Gray. Lowell—J. O. Merriman. Mancelona—L. E. Slusser. Nawaygo—F. Jacoby, Jr. North Branch—J. H. Van Decar. Northville—H. D. Dean. Opechee—F. Klepetko. Parma—W. J. Butterfield. Pontiac—E. A. Merritt. Port Huron—Sheldon A. Wood. Red Jacket—T. Willis Jr. Richmond—W. E. Young. Romeo—J. H. Fenner. Saginaw City—M. W. Barringer. Saline—F. D. Ford. Sand Beach—A. H. Taggart. Sparta—M. L. Noble. St. Johns—R. G. Steel. Tecumseh—Chas. H. Orr. Three Rivers—W. C. Shamafelt. White Cloud—H. A. Trask. Williamstown—E. S. Andrews. Windsor, Ont.—A. D. Bowlby. Ypsilanti—Chas. W. Glover. Plymouth—F. H. Hendrick.

Committees.

Races—W. E. Metzger, Detroit. G. W. Eddy, East Saginaw. W. H. Bennett, Grand Rapids. Rules and Regulations—F. H. Escott, Grand Rapids. Clarence Lightner, Detroit. O. L. Palmer, Grand Rapids. Rights and Privileges—J. H. Johnson, Detroit. M. W. Barringer, Saginaw City. V. L. Nettleton, Coldwater. Membership—J. C. Hicks, St. Johns. W. M. Harris, Calumet. W. W. Todd, Adrian. Transportation—P. N. Jacobsen, Detroit. W. F. McBain, East Saginaw. J. F. Grady, Grand Rapids. Fraternally yours, A. B. RICHMOND, C. C. Mich. Div. Grand Rapids, Mich., Sept. 1st, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the

year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member." Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct. Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 158—Total 52—11,443

Boston, Sept. 28, 1888.

ARIZONA—2-5.

Unattached. 20699 Robinson, W. H., Phoenix. 20700 Blake, Ed M., Prescott.

CALIFORNIA DIVISION—3-38.

Unattached. 20663 Clark, Cosmor B., Cor. Oxford and College Way, Berkeley. 20653 Donovan, J. P., Vacaville. 20664 Hutton, C. W., "

COLORADO DIVISION—10-57.

Social Wheel Club. 20687 Bailey, F. I., care Appel & Co., Denver. 20688 Barnett, J. M., Cor. 18th and Larimer, " 20689 Block, Louis, 1850 Arapahoe st., " 20690 Coleman, F. N., Higgins & Co. 506, 16th st., Denver.

20691 Davidson, Don, The News Office, " 20692 Hanson, Lou, The Times, " 20693 Hartwell, E. S., 125 12th ave. West, " 20694 Hawver, C. E., 1521 20th st., " 20695 Pynchon, E. R., 1538 16th st., " 20696 Rivers, C. A., Cor. 5th and Larimer, "

CONNECTICUT DIVISION—2-463.

Westport Wheel Club. 20654 Stearnes, T. C., Westport. Unattached. Trumbull. 20673 Sterling, Sam'l B., "

DISTRICT OF COLUMBIA DIVISION—3-156

Unattached. 20675 Pistorio, Frank D., 425 2d N. W., Washington. 20674 Libbey, F. P., 805 D st., N. W., " 20676 Wolf, David, 928 4th N. W., "

ILLINOIS DIVISION—2-713.

Champaign Cycling Club. Champaign. 20655 Aranda, Ezequiel, " Unattached. Chicago. 20701 Ryan, E. J., 637 W. Monroe st., "

TEXAS—1-31.

Unattached. El Paso. 20704 Susen, Alex W., "

Application for Membership in the L. A. W. 188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, P. O. Address,

References: City,

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.) MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application after that date, and until April 30, 1889, enclose \$1.25.

At Philadelphia, September 10, riders of Columbias won
7 OUT OF 11
possible first prizes for Bicycle contests.

MORE COLUMBIAS.

At Roseville, N. J., September 21, riders of Columbias won
5 OUT OF 9
possible first prizes for Bicycle contests.



VELOCE COLUMBIA.

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Veloce Columbia.



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IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

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DEVOTED TO THE INTERESTS OF CYCLING.

\$1.00 a Year.
5 cents a copy.

BOSTON, 5 OCTOBER, 1888.

Volume XVII.
Number 23.

WHY WE BLUSH.

WE acknowledged satisfaction after winning first and second in the greatest one hundred mile road race of the year—at Buffalo—where only six riders finished, and ONLY FIVE of the six rode VICTORS.

We added this to our list of "Battle Flags" side by side with such world's events as Clarksville, Crawfordsville, Big 4, Boston—all 100 mile road races, open to the world, and contested by all the large makers—and modestly retired.

We blush, because after all this glory---when a bicycle maker went clear South and got up a race at Nashville, Tenn., to try to show the usefulness of his bicycles, the said maker putting up the prizes in order to stimulate the game---three naughty boys without our knowledge or permission, wanting to make a sure thing of scooping all the prizes offered, bought VICTORS and entered the race.

Well, before we could stop them, they were off and away and at the finish came to the front in 1, 2, 3 order, taking all the prizes---bicycle, medals, shoestrings and all!

It wasn't the thing, and we apologize. We don't want the earth. We only want riders to know that VICTORS are built to get there suddenly, and we are very willing to give the other fellows a chance.

We make the VICTORS, but we are not the "largest makers in the world"---only the best.

Overman Wheel Co., Boston.

SPECIAL.

All Advertisements in this Department 20 cents a line.

SACRIFICE. A 53-inch '88 Columbia Light Roadster; run about 50 miles; all nickel but rims; all balls; spades; Kirk saddle; too large for owner; at your own price. Best offer over \$100 takes it. Give us a bid. Sent C. O. D. for inspection. NELLIS & TABER, Herkimer, N. Y.

VICTOR. A new 56-inch Victor, '88 pattern, for sale. Best offer over \$90 takes it. Also a New Rapid Safety, new this season, and in perfect order. Best offer over \$90 takes it. W. F. SHERWOOD & CO., Binghamton, N. Y.

FOR SALE. One 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address PALISTER BROS., Ottumwa, Iowa.

A Few Second-hand Springfield Roadsters, in fine condition, for sale cheap. JOHN P. LOVELL ARMS CO., 147 Washington st., Boston, Mass.

A FEW BARGAINS. 59-inch Columbia Light Roadster, \$80. 56-inch Expert, \$65. 56-inch Expert, \$80. American Rambler, \$107.50; first two machines in first-class order, last two almost new; reason for selling Rambler, owner is traveling. Also 52-inch Expert, A1 condition, \$70. Must be sold this season. Correspondence solicited. C. E. TITCHENER, Binghamton, N. Y.

FOR SALE. New Columbia Light Roadster Tricycle, \$125. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write C. H. METZ, Utica, N. Y.

BICYCLES. Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES. Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indianapolis Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

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20 Different styles, 20

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MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl St., Boston.



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DIFFICULT REPAIRING A SPECIALTY.

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MUST BE SOLD! 52-inch Victor Bicycle; nickel finish; A1 condition. Price \$75. Address Lock Box 50, Wappingers Falls, N. Y.

FOR SALE. 56-inch Columbia; as good as new; at a bargain. Call or address No. 105 Magazine st., Cambridgeport, Mass.

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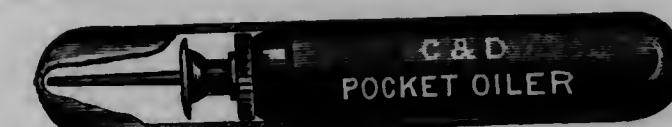
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within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a \$10.00 Spoke Cyclometer. The numbers will be thoroughly shaken again, and a second number drawn. The lucky holder of which will secure a \$5.00 Spoke Cyclometer. Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it. Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman needs a luggage carrier. There is none equal to the "Ross Improved"; fits either crank, Star or safety bicycles. Our Carrier is new, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes. Carriers finely made and nickelled. Price only \$1.00. By mail \$1.10. In ordering be particular and state name of wheel and year of manufacture.

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BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - MASS.

CUT THIS OUT and show it to your fellow wheelmen. It will not appear in every issue. Do you want a \$10.00 or \$5.00 Cyclometer? We will send you one Free, any make you desire, and this is the way we propose to do it! Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a \$10.00 Cyclometer. The numbers will be thoroughly shaken again, and a second number drawn. The lucky holder of which will secure a \$5.00 Spoke Cyclometer. Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it. Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman needs a luggage carrier. There is none equal to the "Ross Improved"; fits either crank, Star or safety bicycles. Our Carrier is new, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes. Carriers finely made and nickelled. Price only \$1.00. By mail \$1.10. In ordering be particular and state name of wheel and year of manufacture.

J. C. TRAVIS, Sole Manufacturer, SUCCESSOR TO C. H. ROSS & CO.

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RACING MEN.

DON'T FAIL TO ENTER THESE EVENTS.

GRAND FALL TOURNAMENT

—OF THE—

Berkeley Athletic Club,

TO BE HELD AT

Morris Dock, New York City,

—ON—

SATURDAY, October 20, 1888, at 2.30 P. M.

Programme:

- 1 Mile Bicycle, Novice.
- 1 Mile Tricycle Handicap.
- 1 Mile Bicycle, Interscholastic, open to pupils in New York City private schools; to be won twice.
- 1 Mile Bicycle Handicap, Columbia Cup.
- 2 Mile Bicycle, Handicap.
- 1 Mile Rover Type Bicycle, Scratch.
- 1.2 Mile Bicycle, Scratch.
- 1 Mile Consolation, Handicap.
- 1 Mile Bicycle, Intercollegiate; open to students in colleges.

Valuable Prizes to First, Second and Third in each event.

Entrances Fee, 50 cents each event. Close October 15th, with F. P. Pral, P. O. Box 444, or G. R. Bidwell, 313 West 58th street, New York.

The track is a new quarter mile path, built especially for fast time. The grounds can be reached by New York and Northern Railroad, or N. Y. C. and H. R. R. Both roads will run special trains direct to grounds on day of races. Fare, round trip and including admission to grounds, seventy cents. Admission, fifty cents. All Bicyclists on wheels admitted Free.

THE STRONGEST KNOWN Bicycle Elastic Cement.



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RECORDS FOR 1888.

L. A. W. Meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one mile safety, and one mile team race. Toronto, Canada, three mile road wheel, and one mile safety race. Rochester, N. Y., one mile, open to all, track record, 2.44 1-2; three mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half mile on record; also, two mile, 6.45 class.

J. R. Weld, of Medina, writes:

"In a club of twenty 18 ride Springfield Roadsters, and still we want more."

Remember Our Hill Climbing Records.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley, E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prouts Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park Street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in succession. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounded is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park Street Hills, and oblige?—Ed. BICYCLING WORLD.]

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all around road wheel. Catalogue free.

JOHN P. LOVELL ARMS CO., Sole New England Agents, 147 Washington Street.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass

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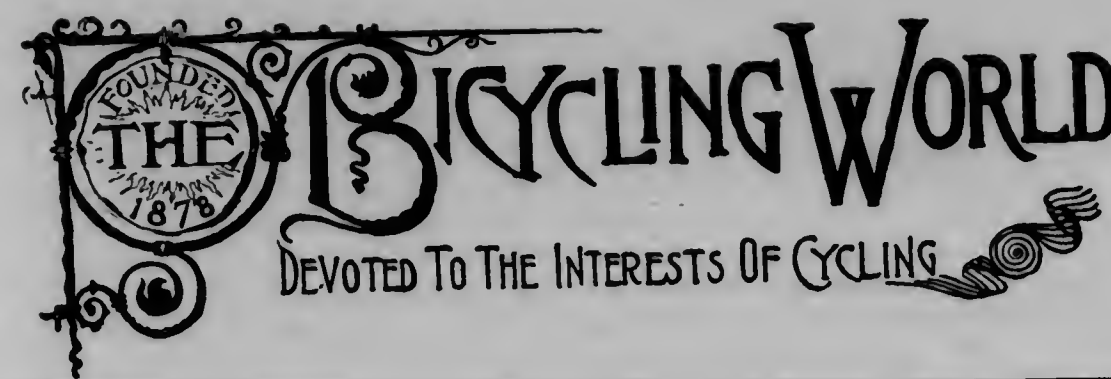
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The ONLY Wheel with the Great Improvement of Trigwell's Ball Head.

Send us or our Agents a description of your wheel.

WM. READ & SONS, - - 107 Washington Street, Boston.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 5 OCTOBER, 1888.

A JAPANESE lantern parade fever seems to be epidemic now all over the United States. Just now it is in its most virulent form. Reports of dozens of these parades are at hand, and as they are all alike we shall have a description stereotyped, leaving space for the name of the club, date and location.

WHEN it is understood or announced that races are to be run under L. A. W. rules we cannot understand on what authority a man who has won a prize, other than in a club race, before the event should be allowed to start in a "novice" race. Yet this was done at Buffalo, in the case of Kenneth Brown, and again at Pittsburg in the case of W. D. George. We understand that Buffalo made a "special rule," changing the wording of the L. A. W. rule, which reads as follows:

"A novice race is open to those who up to date of event have never won a prize excepting in a club contest, and should be properly the first race of a meet."

We learn that at Buffalo the rule was made to read "up to date of entry." We are not aware that at Pittsburg the rule was changed. In any event, the rule as made by the L. A. W. was violated in both cases. If races are announced as under League rules, then let League rules stand as they are, without any improper changes. The rule is good as it stands; it was framed as it is with a purpose in view, and a very proper purpose too. We would suggest to managers that run races under these rules to accept the rules in their entirety, and not improperly meddle and change them to suit what they consider correct.

LADIES' NORTH SHORE (MASS.) ANNUAL TOUR.

"OHNE HAST" is the motto of the club, and you cannot enjoy the pleasures of the tour, unless you can take along a representative of the fair sex. Personally, we sigh and feel a mental wreck, when we think that our single blessedness (?) bars us out. Mrs. Charles Hopkins will do the pacing, but Mr. C. H. will do the talking. Mrs. Stall will be whipper-in, but W. W. himself will handle the whip. The itinerary covers three days, starting Oct. 4 and finishing Oct. 7. The arrangements for the comfort of the party are complete, and with a knowledge of the personnel of the party we regret we cannot claim a "Mrs." of our own and go along also.

B. R. J. APOLOGIZES TO THE SAN FRANCISCO CLUB.

Editor Bicycling World: By your kind permission I desire a small space in your valuable paper for the following:

Many of your numerous readers of the BICYCLING WORLD AND L. A. W. BULLETIN may have noticed an article on Bigotry in the August issue, date 31st, when the writer dealt severely with the San Francisco Bicycle Club.

At the time of writing that article I felt assured that I was assisting to correct an abuse. I felt assured at the time that the statement concerning the by-laws was true, and accordingly, in a moment of passion, sent the same for publication. Since then, however, I have learned that I was misinformed, and inadvertently I have injured the feelings of a large majority of the members of said club undeservedly.

But that there are members in said club ever ready to object to said race of people, there is no contradiction, and for them I hold the utmost contempt, and the "Article on Bigotry" is still applicable to them. They are not deserving of the extension of good fellowship that abounds amongst men of intelligence, and the said club should take strong measures to weed them out, or the blot upon their escutcheon will be hard to erase.

I now desire to repair the injury as far as possible, and ask of that club to remember that at the time of publishing the said article I felt a conviction amounting to almost a moral certainty that I was correct, otherwise I would not have sent the article for publication.

I sincerely offer the above apology to the San Francisco Bicycle Club, with all due respect to their gentlemen members.

Respectfully,

B. R. J.

San Francisco, Sept. 18, 1888.

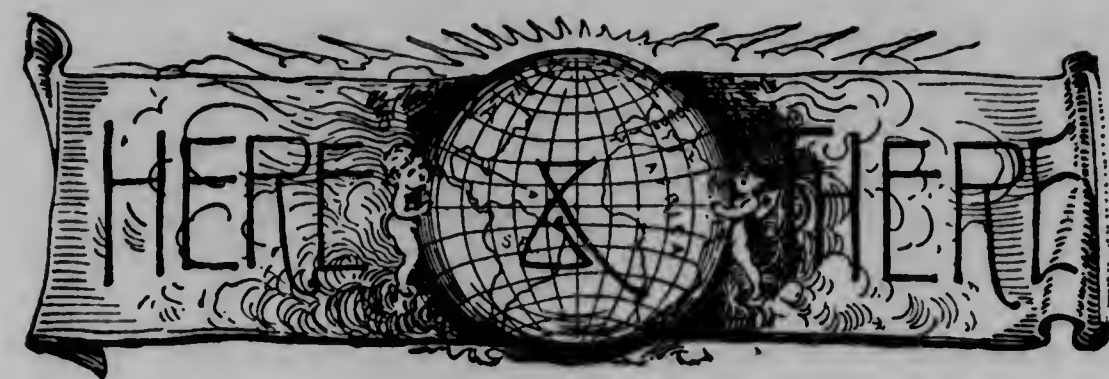
A DESERVING TRIBUTE TO "SECRETARY."

Editor Bicycling World: Some time when you have a favorable, quiet opportunity, some time when you feel your heart all overflowing with the gentle, genial goodness that particularly bespeaks man's humanity to man, will you kindly steal away just one little minute from the cares that infest the day, just long enough to drop a line into the out-going post to our dear friend, "Secretary," "way down in Baltimore, Maryland?" And thank him, please, cordially, sincerely, earnestly, for the quiet yet exquisite pleasure he has afforded at least one unknown, appreciative reader away out here in the broad stretches of the Western country, by his quaint, delightful reminiscences of the "Order of the Bushwhackers." I am sure "Secretary" is one who loves his fellow men. None other could ever have written a sketch like he has written—a sketch so bright and cheery, so happy in its humor, so rich in its tone, so gentle in its spirit. It comes to us out here, so far across the distance, like some sweet perfume borne by summer breezes from odorous meadows of new-mown hay; like some fond memory of long-gone days, wafted to us from life's younger time across the empty space of intervening years, bringing back for a little while again the tender grace of a day that is dead, softened by the subdued, mellow "light of other days."

If possible, please prevail on "Secretary" to share with us again some time the peaceful pleasures enjoyed by the happy members of his modest club, "whose name now is seldom seen in print," and assure him that after the delightful peep which he has granted us into the mysteries of his Order, we surely feel a full, rich bound of our heart toward him and his confreres in their pleasant retirement, and the outspoken thought of our minds is that they are not, as Byron, "by the world forgot."

Fraternally, with the grip (spoke), No. "1842."

THE Boston Club, under the pilotage of Captain Kendall, held their annual run to Riverside last Sunday, at which point boast were taken and a row down to the picnic grounds enjoyed. Here Steward Nottingham had spread an excellent lunch, which was discussed with the usual gusto of the average Boston Clubman.



NOTES BY

THE "CAVILER."

SHADES of Webster, Worcester and Johnson, how ye must suffer! And to think that he who I shall refer to lives just under the shadow of learned Harvard! It is truly dreadful. Must I tell all the world? Well, so be it, here goes: While taking my constitutional on the promenade before the plate glass windows of the Somerset Club, on Beacon street, yesterday, I chanced to meet a gentleman who, by well directed personal efforts and sagacious assistance from newspaper friends, has managed to climb well up on the ladder of cycling fame. Our conversation chancing to turn upon cycling journalism, he said: "What absurd *nom de plumes* the editor of the BICYCLING WORLD gives some of his correspondents. Now there is that abominable 'Caviler.' What in the deuce has the word 'Caviler' got to do with cycling, I should like to know? If we were horsemen there might be some point to it." Dear Mr. Editor, I did not faint; I merely gurgled with suppressed laughter. Later on I asked him what dictionary he preferred for definitions, and learned that he was not particular!! I should think not.

If anyone expected to see me at the races of the Eastern Road Club I am glad he suffered the pangs of disappointment. Not being quite prepared to receive a diploma as a first-class imbecile, I remained comfortably at home. I have no patience with that breed of the cycle crank who prides himself on *not* being a fair-weather rider. I am a fair-weather wheelman, and respect myself accordingly. I dare say there are cyclists who think it a perfect saturnalia to push a wheel through six inches of mud and come home with one eye closed by a splash from a wayside pool, mouth and cheek caressed by flying clogs of dirt, and clothes unrecognizable in coatings of filth, but I am not that kind.

NONE can sympathize more sincerely with the young man who was injured by a fall during the race than I do, yet I cannot help feeling that he should have known better than to attempt racing on the roads when they were in such a condition as on last Saturday. It is a wonder that every man in the contest did not take a header. It was perfectly foolhardy to run a race under such conditions. The officials deserve severe censure for not postponing the races. There was no reason why it should have been run on that day. In fact, if I am correctly informed, a postponement would have been welcomed by a majority of the racers. [Our correspondent is not rightly informed. The roads were in good condition, and the accident to McCombie took place on a perfectly smooth piece of road.—ED.]

THE genial natured ex-Chairman of the L. A. W., the terror of honest promoters, the vanquisher of chieftain Ducker, and the devourer of mighty Aaron, has this year been neglected by the cycle race meet managers. Time was when no tournament could be considered sufficiently amateurish for respectability without Abbot Bassett's name at the head of the programme as referee. The referee was made the man of all men at a race meeting by Mr. B., and it is a shame that he has not longer enjoyed the fruits of his labors. The amateur athletics in other branches of sport, however, have recognized his merits and taken him up with enthusiasm. His name is now heard at country fairs throughout the State, where strictly amateur contests are held, and he is well known on the sacred grounds of the Young Men's Christian Association Athletic Club at the South End.

WHILE driving in my English dog cart through Brookline the other day, in company with a certain young lady friend, we chanced to meet a squad of cyclists clad in the most glittering uniforms. "Where are their instruments?" said my companion. "What instruments," I asked. "Why, the horns and the cornets and base drums," she replied, and then it dawned upon me that she had taken these young fellows for members of a brass band!! It took me some time to assure my unsophisticated little friend that the riders we met were not bandmen, but members of one of the most respectable and prominent of our suburban clubs.

PENNSYLVANIA.

"ARIEL."

TIoga and its races have taken up all Philadelphia cyclodom's attention last week, and they have demonstrated that it only needs an infusion of pluck and energy to give as successful race meets in the Quaker City as elsewhere. The races attracted a large and refined audience, nearly half of whom were ladies, for whom entertainment, in the shape of hot coffee and sandwiches, had been provided by the ladies of the Tioga Club. (We would remark, *par parenthese*, that we were not invited to partake of the "feed" ourselves.) Chairman Gideon is to be congratulated on the success of his club. In fact congratulations are in order all round. Dallett, alone, sold three hundred tickets. The surprise of the races was Kingsland's defeat of Crist, and the close shave Wilhelm gave the leaders. Halsted was in wretched condition, and his finish in the final heat of the one-mile open was better than his friends expected under the circumstances. I wish you could have seen this one-mile open, the first prize of which was a racing bicycle. I was not at Buffalo, unfortunately, but I take it that what spectators are looking for in all races is a hot race and a close finish. Well, they got it here. The final of this one mile was a fight from start to finish, and as they crossed the tape a blanket would have covered the four men. Kingsland led by half a wheel; next Crist, with Wilhelm six inches back, and Halsted six inches behind the Reading man. Captain L. A. Clarke, of New York, was down as referee, but not materializing in time, Mr. S. F. Clark, of Baltimore, officiated in his stead. It is well to have plenty of Clarks on hand in case of emergency. Captain Clarke acted as timer afterwards. Mention should also be made of the grace with which Captain W. D. Supplee, of "Pensy," officiated as starter. There is one thing, however, that I would caution the Captain about. Economy is an excellent thing in its way, but you can have too much of it, and when Mr. Supplee attempts to exercise it by using the discharged cartridges in the starter's pistol over the second time it is time to call a halt.

MESSRS. LEWIS and Bement, of the Philadelphia Club, climbed Conshohocken Hill last week, and are going to make an attempt at Ford's.

ANOTHER newcomer in trade circles here—Mr. Sweeting, who has opened a cycling store at 639 Arch street. Mr. S. will represent some prominent English makes.

THE club championship of the South End Wheelmen will be decided by a ten-mile road race instead of a one-mile, as first proposed. It will be run this week or next.

A MEETING of the Board of Officers of the Division was held at Harrisburg last Thursday evening, for the purpose of revising the Constitution to agree with the new one of the League.

THE long-delayed road race between the Wilmington and Reading Clubs is also being arranged for, and will come off in the near future. Schwartz will not run on the Reading team; neither will Schmidt. Dampman, Merrihew, McDaniel and Elliott will probably be Wilmington's representatives.

CAPTAIN FLEMING, of the Century, has been resting at Island Heights for the past six weeks, and his customary heavy mileage has fallen off in consequence. Lieutenants McGlathery and Shaffer have been conducting the club runs in a very acceptable way this summer, so that the aforesaid runs have not suffered by the Captain's absence, however much he has been missed by the members personally.

MESSRS. LEISEN and Kohler took a notion to ride into each other on the run yesterday, with the result of Mr. Leisen being compelled to trundle his Star—minus ten spokes on one side, the cleanest sweep you ever saw—to the nearest railway station, while Messrs. Brocker and Crowther, after leaving the rest of the club, found it absolutely necessary that Mr. Kohler's shattered nerves should be restored by Rambo apples.

CLUB runs don't seem to be on the wane here, to any great extent. The Philadelphia Club had quite an imposing one to the Tioga races, among them several of the feminine members, who both the Century and the "Pensy" turned out a goodly number. Some twenty of the latter club rode out to West Chester yesterday with Captain Supplee in command, riding his 56-inch Victor, a change from the "goat." Next Sunday he has called a club century run, starting from the club house at daybreak (!), and unless I am much mistaken the Pennsylvania Club will take record for a club century.

I SAY, Mr. Editor, what's the matter with those benighted districts that have not yet awakened to the importance of the safety? I note with surprise that several of your correspondents say the safety ha

hardly appeared in their sections. Why, the Pennsylvania Club has forty, the Century upwards of twenty-five, and the woods are full of the great unattached riding 'em. Another thing: Just make up your mind that the tricycle is *doomed*. Dead as the typical door nail—both single and tandem. The lady's bicycle has come, and coming has opened to the dear creatures the joy which the cyclist feels; not on your three and four wheeled go-carts, but on the only true wheel—the bicycle. Contradict, who can? Is there not a rhythm of motion about the two-wheeler, a sweeping flight, as of bird on wing, that is *never* experienced on the other? And will a woman handicap herself with a double weight when she can have a forty-pound wheel? Put a mark right here: Whenever the lady's safety is tried—farewell tricycle! Which of our American manufacturers will quickest realize this? I charge nothing for the point, gentlemen.

ST. LOUIS.

"LINNEUS."

THE Quincy boys paid us their promised visit on Sept. 16, and were handsomely entertained by the Cycle and a few members of the Missouri Clubs. Those that came down were Bob White, H. Whipple, Prof. Heinzen, Robert Cady, of the Quincy B. Club; and Tom Burrows, Hal Osborn, Harry Sommers, Thomas Thompson, Geo. Cook, Fred Bader, H. B. Peters and Sam Tipton, of the Ramblers' Club. Upon their arrival at the depot they were met by a delegation of the Cycle Club and breakfasted. Rain interfered with the run arranged for the morning, and a trip to the A. B. A. brewery was taken instead, which was thoroughly enjoyed by all. After inspecting the establishment, and sampling some of the finest brew, each visitor was presented with a handsome souvenir in honor of the occasion. Then the wheels were again mounted, and tracks were made for the Lindell, where dinner was had. After this meal the party wended its way to the Missouri Club house, after inspecting which the run through Forest Park was taken, and then back to town for supper. Afterwards the whole party returned to the Cycle's house and amused themselves in various ways until train time. Upon their departure the Quincy boys were profuse in their thanks for the treatment they had received, and issued pressing invitations for us to visit them on Oct. 11, 12 and 13, the date of their race meet.

ROAD reports are coming in nicely, among the ones received this week being excellent reports of Henry County, sent us by John S. Richards of Clinton, and of Boone County, reported by Prof. H. C. Penn, of the Columbia University. Let the good work go on.

GREAT credit is due Chief Consul Brewster for his efforts in securing the low rate to Kansas City and return, as the attendance at the Division meet hinged more upon this one item than anything else. Brewster always was and always will be the working bee of this Division, and he does not allow any drones in his hive either.

AT the last meeting of the Missouri A. P. Dennis resigned as Treasurer on account of his removal to New York. Upon motion his resignation was accepted, and a vote of thanks was offered him for the excellent manner in which he managed the club's finances during his long term of office. E. B. Kidson was elected to fill the vacancy.

PROF. E. C. KLIPSTEIN writes me from Springfield, Mass.: "Last Thursday I took in the Hartford tournament, and here met Dr. Emery, C. C. Davol, H. P. Merrill and others. Dr. Kendall, a mighty slick fellow, took me in tow and showed me the Boston headquarters, which held some of the far-famed Boston punch. Maltby did some very fine trick riding. Some of his best tricks were wonderful."

By the time this is in print the Missouri Division Meeting will have been a thing of the past. Mr. Ladish wrote to Chief Consul Brewster a few days ago, stating that the Exposition people had withdrawn almost all their promised aid on account of a \$4000 loss on the firemen's tournament, but that the United Wheelmen had taken hold, and would build the track at their own expense, rather than disappoint the public. I mention this so that proper credit is given them for their enterprise.

In a letter a few weeks back you mentioned the round trip rate from St. Louis to Kansas City as \$1.13, instead of one and one-third (1 1/3) fare. This mistake caused three riders from Greenville, Ill., to come down here Wednesday with the intention of going to Kansas City. After some trouble they found C. C. Brewster at his home, and matters were explained to them. Brewster offered to get them tickets at our special rate but they refused. I am sorry that the mistake occurred, and if it had not seemed so evident that it was an error it would have been corrected long ago.

C. C. HILDEBRAND, Lieutenant of the Missouri, intended to

have a go at the Missouri twenty-four-hour record last Saturday night, but was prevented on account of the muddy condition of the roads. He had all his arrangements perfected, and with fair roads would have put in 200 miles. Captain Lewis sent out an urgent call to all active members to be present, and a larger crowd has seldom been seen at the club house outside of regular meetings or entertainments, and I can congratulate Chief Consul Brewster for the excellent choice he has made in appointing A. M. Lewis Local Consul. It is rather late in the season for gathering recruits, but if there are any to be had (and there *are*) Alex will gather them in.

SUNDAY, Sept. 23, the Missouri took the Ballwin run in honor of Messrs. C. R. Overman and Joe Spohr, who were on business and visiting friends. Your correspondent noticed that Charlie Overman is not a tender-foot, and can ride with the best of them. The same can be said of Mr. Spohr. The Cycle Club had a run arranged for the far off county line, but on account of a late start terminated their run at Ballwin. After dinner the party, in passing Son-of-a-Gun Hill found it to be in fine condition, and eight of their members—Tivy, Jordan, Campbell, Tyler, Hart, Hurck, Walzendorf and Pomarade—assayed the feat of climbing it, and all got up. Only three years ago this hill was deemed almost insurmountable, and the Ramblers at that time offered a gold medal to each man climbing it.

CHICAGO.

THE "STROLLER."

If anybody asks Stevens, of the Fort Dearborn, why he traded or sold his light roadster and bought a tandem, Stevens is sure to say, "oh, for certain reasons I thought I should prefer a tandem," and after seeing the stoical expression on his countenance one has not the nerve to ask as to what those aforesaid reasons are. But his friend, Whitgreave, always looks sad when you speak to him of the change.

THE Englewood Club now want to consolidate with the Fort Dearborn, so I am told.

VAN SICKLEN is still on the mend, but is a shadow of himself as yet, and I greatly fear that the race track will know him no more.

CAPTAIN MCPHIE, of the Oakland Wheeling Club, has been laid up for some time, the result of trying to play polo with several tons of coal about a month ago on Drexel Boulevard.

IT is rumored that Bob Ehrlert, one of the riders of the McCurdy-Ehrlert fake, has returned from South America. I have not seen him as yet, but, if he has returned, he is probably the same old Bob.

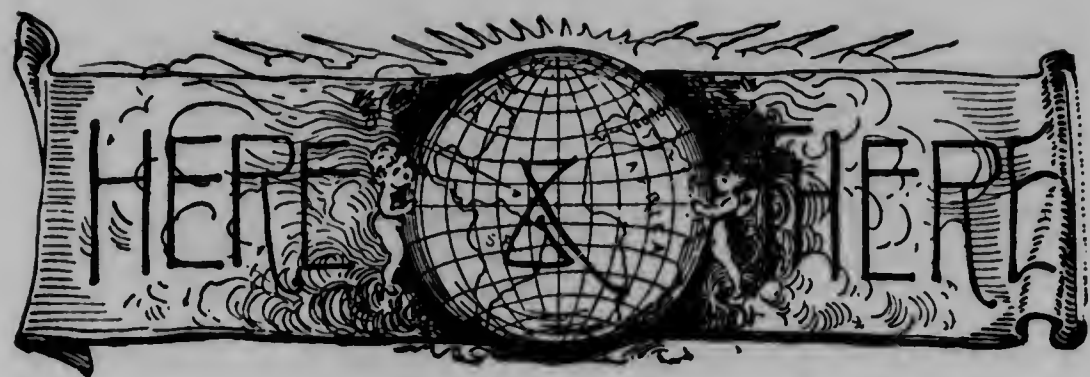
THE consolidation scheme goes merrily on, and is being discussed at all times and places, not only by Chicago and Fort Dearborn men but also by members of the other clubs, and it begins to look as though consolidation was a certainty.

RIGGS, of the Illinois Club, is going to try and break the record from Chicago to Milwaukee, and also will soon start in to capture the 24 hour record for the Illinois Club, as soon as moonlight nights come again, and in spite of the moonlight he says this is to be no tandem record, either.

THE Fort Dearborn team have received their medals from Buffalo, and have been informed by Ducker that no picture was offered a club prize, although he told Winship and Garden both, at Buffalo, that the prize in the team race was a fine painting for the club and a gold medal for each member of the team.

THE Lincoln Club received quite a send off in one of the Sunday papers, illustrated with cuts of club house and officers. The cut of "Verax," with that far away, "I'm-waiting-still-waiting-for-the-announcement-of-the-ballot-for-Chief-Consul" expression on his face, is good; also, that cut of Quarter-master Irwin, with that pensive St. Joe-expression, is A1. Whether "Verax's" camera is responsible for this, or the newspaper, I know not.

A MEETING of the Board of Officers of the Illinois Division was held at the Sherman House Saturday evening, Sept. 29th, at 8 P. M. Present, Chief Consul Davis; Secretary-Treasurer Sheridan, of Springfield; Osman, of Ottawa; and Sieg, Street, Gibson and Roberts, of Chicago. A report from the Constitution Committee was received and more time allowed them to complete their report on same. A resolution was passed that the Constitution Committee should send a copy of the Constitution, as completed by them, to each member of the Board of Officers, each one to make what correction he saw fit, and return the revised copies to the committee for final revision, when the Constitution would be submitted to the Division to be voted on as a whole by a mailed vote. When Chief Consul Davis asked for a report from the Racing Board, Representatives Seig and Street had a little warm discussion pro and con



NOTES BY
THE "CAVILER."

SHADES of Webster, Worcester and Johnson, how ye must suffer! And to think that he who I shall refer to lives just under the shadow of learned Harvard! It is truly dreadful. Must I tell all the world? Well, so be it, here goes:

While taking my constitutional on the promenade before the plate glass windows of the Somerset Club, on Beacon street, yesterday, I chanced to meet a gentleman who, by well directed personal efforts and sagacious assistance from newspaper friends, has managed to climb well up on the ladder of cycling fame. Our conversation chancing to turn upon cycling journalism, he said: "What absurd *nom de plumes* the editor of the Bicycling World gives some of his correspondents. Now there is that abominable 'Caviler.' What in the deuce has the word 'Caviler' got to do with cycling. I should like to know? If we were horsemen there might be some point to it." Dear Mr. Editor, I did not faint; I merely gurgled with suppressed laughter. Later on I asked him what dictionary he preferred for definitions, and learned that he was not particular!! I should think not.

If anyone expected to see me at the races of the Eastern Road Club I am glad he suffered the pangs of disappointment. Not being quite prepared to receive a diploma as a first-class imbecile, I remained comfortably at home. I have no patience with that breed of the cycle crank who prides himself on *not* being a fair-weather rider. I am a fair-weather wheelman, and respect myself accordingly. I dare say there are cyclists who think it a perfect saturnalia to push a wheel through six inches of mud and come home with one eye closed by a splash from a wayside pool, mouth and cheek caressed by flying clogs of dirt, and clothes unrecognizable in coatings of filth, but I am not that kind.

NONE can sympathize more sincerely with the young man who was injured by a fall during the race than I do, yet I cannot help feeling that he should have known better than to attempt racing on the roads when they were in such a condition as on last Saturday. It is a wonder that every man in the contest did not take a header. It was perfectly foolhardy to run a race under such conditions. The officials deserve severe censure for not postponing the races. There was no reason why it should have been run on that day. In fact, if I am correctly informed, a postponement would have been welcomed by a majority of the racers. [Our correspondent is not rightly informed. The roads were in good condition, and the accident to McCombie took place on a perfectly smooth piece of road.—ED.]

THE genial natured ex-Chairman of the L. A. W., the terror of honest promoters, the vanquisher of chieftain Ducker, and the devourer of mighty Aaron, has this year been neglected by the cycle race meet managers. Time was when no tournament could be considered sufficiently amateurish for respectability without Abbot Bassett's name at the head of the programme as referee. The referee was made the man of all men at a race meeting by Mr. B., and it is a shame that he has not longer enjoyed the fruits of his labors. The amateur athletics in other branches of sport, however, have recognized his merits and taken him up with enthusiasm. His name is now heard at country fairs throughout the State, where strictly amateur contests are held, and he is well known on the sacred grounds of the Young Men's Christian Association Athletic Club at the South End.

WHILE driving in my English dog cart through Brookline the other day, in company with a certain young lady friend, we chanced to meet a squad of cyclists clad in the most glittering uniforms. "Where are their instruments?" said my companion. "What instruments," I asked. "Why, the horns and the cornets and base drums," she replied, and then it dawned upon me that she had taken these young fellows for members of a brass band!! It took me some time to assure my unsophisticated little friend that the riders we met were not bandmen, but members of one of the most respectable and prominent of our suburban clubs.

PENNSYLVANIA.

"ARIEL."

TIoga and its races have taken up all Philadelphia cyclodom's attention last week, and they have demonstrated that it only needs an infusion of pluck and energy to give as successful race meets in the Quaker City as elsewhere. The races attracted a large and refined audience, nearly half of whom were ladies, for whom entertainment, in the shape of hot coffee and sandwiches, had been provided by the ladies of the Tioga Club. (We would remark, *par parenthese*, that we were not invited to partake of the "feed" ourselves.) Chairman Gideon is to be congratulated on the success of his club. In fact congratulations are in order all round. Dallett, alone, sold three hundred tickets. The surprise of the races was Kingsland's defeat of Crist, and the close shave Wilhelm gave the leaders. Halsted was in wretched condition, and his finish in the final heat of the one-mile open was better than his friends expected under the circumstances. I wish you could have seen this one-mile open, the first prize of which was a racing bicycle. I was not at Buffalo, unfortunately, but I take it that what spectators are looking for in all races is a hot race and a close finish. Well, they got it here. The final of this one mile was a fight from start to finish, and as they crossed the tape a blanket would have covered the four men. Kingsland led by half a wheel; next Crist, with Wilhelm six inches back, and Halsted six inches behind the Reading man. Captain L. A. Clarke, of New York, was down as referee, but not materializing in time, Mr. S. F. Clark, of Baltimore, officiated in his stead. It is well to have plenty of Clarks on hand in case of emergency. Captain Clarke acted as timer afterwards. Mention should also be made of the grace with which Captain W. D. Supplee, of "Pensy," officiated as starter. There is one thing, however, that I would caution the Captain about. Economy is an excellent thing in its way, but you can have too much of it, and when Mr. Supplee attempts to exercise it by using the discharged cartridges in the starter's pistol over the second time it is time to call a halt.

MESSRS. LEWIS and Bement, of the Philadelphia Club, climbed Conshohocken Hill last week, and are going to make an attempt at Ford's.

ANOTHER newcomer in trade circles here—Mr. Sweeting, who has opened a cycling store at 639 Arch street. Mr. S. will represent some prominent English makes.

THE club championship of the South End Wheelmen will be decided by a ten-mile road race instead of a one-mile, as first proposed. It will be run this week or next.

A MEETING of the Board of Officers of the Division was held at Harrisburg last Thursday evening, for the purpose of revising the Constitution to agree with the new one of the League.

THE long-delayed road race between the Wilmington and Reading Clubs is also being arranged for, and will come off in the near future. Schwartz will not run on the Reading team; neither will Schmidt. Dampman, Merrihew, McDaniel and Elliott will probably be Wilmington's representatives.

CAPTAIN FLEMING, of the Century, has been resting at Island Heights for the past six weeks, and his customary heavy mileage has fallen off in consequence. Lieutenants McGlathery and Shaffer have been conducting the club runs in a very acceptable way this summer, so that the aforesaid runs have not suffered by the Captain's absence, however much he has been missed by the members personally.

MESSRS. LEISEN and Kohler took a notion to ride into each other on the run yesterday, with the result of Mr. Leisen being compelled to trundle his Star—minus ten spokes on one side, the cleanest sweep you ever saw—to the nearest railway station, while Messrs. Brocker and Crowther, after leaving the rest of the club, found it absolutely necessary that Mr. Kohler's shattered nerves should be restored by Rambo apples.

CLUB runs don't seem to be on the wane here, to any great extent. The Philadelphia Club had quite an imposing one to the Tioga races, among them several of the feminine members, while both the Century and the "Pennsy" turned out a goodly number. Some twenty of the latter club rode out to West Chester yesterday, with Captain Supplee in command, riding his 56-inch Victor, as a change from the "goat." Next Sunday he has called a club century run, starting from the club house at daybreak (!), and unless I am much mistaken the Pennsylvania Club will take record for a club century.

I SAY, Mr. Editor, what's the matter with those benighted districts that have not yet awakened to the importance of the safety? I note with surprise that several of your correspondents say the safety ha

hardly appeared in their sections. Why, the Pennsylvania Club has forty, the Century upwards of twenty-five, and the woods are full of the great unattached riding 'em. Another thing: Just make up your mind that the tricycle is *doomed*. Dead as the typical door nail—both single and tandem. The lady's bicycle has come, and coming has opened to the dear creatures the joy which the cyclist feels; not on your three and four wheeled go-carts, but on the only true wheel—the bicycle. Contradict, who can? Is there not a rhythm of motion about the two-wheeler, a sweeping flight, as of bird on wing, that is *never* experienced on the other? And will a woman handicap herself with a double weight when she can have a forty-pound wheel? Put a mark right here: Whenever the lady's safety is tried—farewell tricycle! Which of our American manufacturers will quickest realize this? I charge nothing for the point, gentlemen.

ST. LOUIS.

"LINNEUS."

THE Quincy boys paid us their promised visit on Sept. 16, and were handsomely entertained by the Cycle and a few members of the Missouri Clubs. Those that came down were Bob White, H. Whipple, Prof. Heinzen, Robert Cady, of the Quincy Bi. Club; and Tom Burrows, Hal Osborn, Harry Sommers, Thomas Thompson, Geo. Cook, Fred Bader, H. B. Peters and Sam Tipton, of the Ramblers' Club. Upon their arrival at the depot they were met by a delegation of the Cycle Club and breakfasted. Rain interfered with the run arranged for the morning, and a trip to the A. B. A. brewery was taken instead, which was thoroughly enjoyed by all. After inspecting the establishment, and sampling some of the finest brew, each visitor was presented with a handsome souvenir in honor of the occasion. Then the wheels were again mounted, and tracks were made for the Lindell, where dinner was had. After this meal the party wended its way to the Missouri Club house, after inspecting which the run through Forest Park was taken, and then back to town for supper. Afterwards the whole party returned to the Cycle's house and amused themselves in various ways until train time. Upon their departure the Quincy boys were profuse in their thanks for the treatment they had received, and issued pressing invitations for us to visit them on Oct. 11, 12 and 13, the date of their race meet.

ROAD reports are coming in nicely, among the ones received this week being excellent reports of Henry County, sent us by John S. Richards of Clinton, and of Boone County, reported by Prof. H. C. Penn, of the Columbia University. Let the good work go on.

GREAT credit is due Chief Consul Brewster for his efforts in securing the low rate to Kansas City and return, as the attendance at the Division meet hinged more upon this one item than anything else. Brewster always was and always will be the working bee of this Division, and he does not allow any drones in his hive either.

At the last meeting of the Missouri A. P. Dennis resigned as Treasurer on account of his removal to New York. Upon motion his resignation was accepted, and a vote of thanks was offered him for the excellent manner in which he managed the club's finances during his long term of office. E. B. Kidson was elected to fill the vacancy.

PROF. E. C. KLIPSTEIN writes me from Springfield, Mass.: "Last Thursday I took in the Hartford tournament, and here met Dr. Emery, C. C. Davol, H. P. Merrill and others. Dr. Kendall, a mighty slick fellow, took me in tow and showed me the Boston headquarters, which held some of the far-famed Boston punch. Maltby did some very fine trick riding. Some of his best tricks were wonderful."

By the time this is in print the Missouri Division Meeting will have been a thing of the past. Mr. Ladish wrote to Chief Consul Brewster a few days ago, stating that the Exposition people had withdrawn almost all their promised aid on account of a \$4000 loss on the firemen's tournament, but that the United Wheelmen had taken hold, and would build the track at their own expense, rather than disappoint the public. I mention this so that proper credit is given them for their enterprise.

IN a letter a few weeks back you mentioned the round trip rate from St. Louis to Kansas City as \$1.13, instead of one and one-third (1 1/3) fare. This mistake caused three riders from Greenville, Ill., to come down here Wednesday with the intention of going to Kansas City. After some trouble they found C. C. Brewster at his home, and matters were explained to them. Brewster offered to get them tickets at our special rate but they refused. I am sorry that the mistake occurred, and if it had not seemed so evident that it was an error it would have been corrected long ago.

C. C. HILDEBRAND, Lieutenant of the Missouri, intended to

have a go at the Missouri twenty-four-hour record last Saturday night, but was prevented on account of the muddy condition of the roads. He had all his arrangements perfected, and with fair roads would have put in 200 miles. Captain Lewis sent out an urgent call to all active members to be present, and a larger crowd has seldom been seen at the club house outside of regular meetings or entertainments, and I can congratulate Chief Consul Brewster for the excellent choice he has made in appointing A. M. Lewis Local Consul. It is rather late in the season for gathering recruits, but if there are any to be had (and there *are*) Alex will gather them in.

SUNDAY, Sept. 23, the Missouris took the Ballwin run in honor of Messrs. C. R. Overman and Joe Spohr, who were on business and visiting friends. Your correspondent noticed that Charlie Overman is not a tender-foot, and can ride with the best of them. The same can be said of Mr. Spohr. The Cycle Club had a run arranged for the far off county line, but on account of a late start terminated their run at Ballwin. After dinner the party, in passing Son-of-a-Gun Hill found it to be in fine condition, and eight of their members—Tivy, Jordan, Campbell, Tyler, Hart, Hurck, Walzendorf and Pomarade—assayed the feat of climbing it, and all got up. Only three years ago this hill was deemed almost insurmountable, and the Ramblers at that time offered a gold medal to each man climbing it.

CHICAGO.

THE "STROLLER."

If anybody asks Stevens, of the Fort Dearborns, why he traded or sold his light roadster and bought a tandem, Stevens is sure to say, "oh, for certain reasons I thought I should prefer a tandem," and after seeing the stoical expression on his countenance one has not the nerve to ask as to what those aforesaid reasons are. But his friend, Whitgreave, always looks sad when you speak to him of the change.

THE Englewood Club now want to consolidate with the Fort Dearborn, so I am told.

VAN SICKLEN is still on the mend, but is a shadow of himself as yet, and I greatly fear that the race track will know him no more.

CAPTAIN MCPHIE, of the Oakland Wheeling Club, has been laid up for some time, the result of trying to play polo with several tons of coal about a month ago on Drexel Boulevard.

It is rumored that Bob Ehler, one of the riders of the McCurdy-Ehler fake, has returned from South America. I have not seen him as yet, but, if he has returned, he is probably the same old Bob.

THE consolidation scheme goes merrily on, and is being discussed at all times and places, not only by Chicago and Fort Dearborn men but also by members of the other clubs, and it begins to look as though consolidation was a certainty.

RIGGS, of the Illinois Club, is going to try and break the record from Chicago to Milwaukee, and also will soon start in to capture the 24 hour record for the Illinois Club, as soon as moonlight nights come again, and in spite of the moonlight he says this is to be no tandem record, either.

THE Fort Dearborn team have received their medals from Buffalo, and have been informed by Ducker that no picture was offered a club prize, although he told Winship and Garden both, at Buffalo, that the prize in the team race was a fine painting for the club and a gold medal for each member of the team.

THE Lincoln Club received quite a send off in one of the Sunday papers, illustrated with cuts of club house and officers. The cut of "Verax," with that far away, "I'm-waiting-still-waiting-for-the-announcement-of-the-ballot-for-Chief-Consul" expression on his face, is good; also, that cut of Quarter-master Irwin, with that pensive St. Joe-expression, is A1. Whether "Verax's" camera is responsible for this, or the newspaper, I know not.

A MEETING of the Board of Officers of the Illinois Division was held at the Sherman House Saturday evening, Sept. 29th, at 8 P. M. Present, Chief Consul Davis; Secretary-Treasurer Sheridan, of Springfield; Osman, of Ottawa; and Sieg, Street, Gibson and Roberts, of Chicago. A report from the Constitution Committee was received and more time allowed them to complete their report on same. A resolution was passed that the Constitution Committee should send a copy of the Constitution, as completed by them, to each member of the Board of Officers, each one to make what correction he saw fit, and return the revised copies to the committee for final revision, when the Constitution would be submitted to the Division to be voted on as a whole by a mailed vote. When Chief Consul Davis asked for a report from the Racing Board, Representatives Seig and Street had a little warm discussion pro and con

about the management of the Cheltenham Beach race meet, but oil was thrown on the troubled waters by Secretary-Treasurer Sheridan, who moved to lay the matter on the table until ex-Chief Consul Van Sicklen would be able to be present, and his motion went through with a rush. But that Racing Board is going to have a bit of a shindy with the new Board of Officers soon, to explain that expenditure of \$150 on a race meet here that was to swell the coffers of the Division, and of which no report has yet been handed in to the Secretary-Treasurer. The Board of Officers elected delegates to the annual meeting of the League as follows: Rome of Peoria, Sheridan of Springfield, and Oliver of Chicago. There was a little contest between Oliver and Randall for the honor; the first vote was a tie, but with the deciding vote of Chief Consul Davis, Oliver was elected. I met Seig to-day and asked him if he could give me any pointers about the meeting, to which he replied, "the only thing I know is that it was four Illinois Club members against the State, or 4 to 3." See?

NEW YORK.

"HAWKSHAW."

I WONDER what has become of that very erratic individual of the hyphenized cognomen—J. Purvis-Bruce? For a while the wheel press on both sides of the Atlantic was filled with accounts of his doings, both from his own pen and from those of others, but now all is strangely silent. It seems about time in this sort of a sky-rocket performance, to begin to look for the stick, and again I ask in the name of an anxious public, where is J. Purvis-Bruce?

WHEELMEN are much pleased at the fact that \$750,000 is to be spent on our city parks, the bulk of which sum will be put upon the roadways, an expenditure that has been sorely needed for some time.

The endeavor of the age seems to be towards securing oddities in clocks. The latest shown is a wheelman mounted upon a bicycle. The mechanism of the clock causes the rider to propel the wheel with an evenness of pace and a "clock-like action" that is much sought after, but seldom seen among actual riders.

THEODORE CARROLL, forty years of age and a cyclist, went riding on Riverdale avenue, near Yonkers, on Thursday morning. While coasting he ran into a wagon which was coming up the hill, and a smash up was the result. When Carroll was dug out from under his own and the wagon's wheels, he was found to be considerably damaged and minus one ear, which was cleanly cut from his head by the collision.

THE New York Club's house is slowly, in fact very slowly, assuming the appearance of a building that is inhabited. There seems to have been some lack of management, or rather an absence of any at all, that has resulted in the builders and others doing as they pleased and when they pleased, and the results are not eminently satisfactory. Despite these facts, however, the house is both handsome and convenient, and as to cost, is beyond doubt the most expensive one ever built for a bicycle club.

MR. EDWARD J. SHRIVER, President of the New York Bicycle Club, has well earned his title of the "Great Rejector," by his ability in club, political and social questions to at all times be opposed to the opinions of a majority, no matter what they might be. At last, however, Mr. Shriver has for just once consented to agree with the majority, and in consequence he will marry a Baltimore belle on the 15th inst. The usual official letter that always accompanies all of this gentleman's actions has not yet made its appearance, but in the light of his well-known ability in this line it cannot much longer be delayed.

THE press has been full of late of the recent Temple-Rowe foul at Buffalo, and the "know alls" and "smart alecks" have not failed to air their own knowledge, or rather their lack of any, in regard to the incompetency of the judges who awarded the race to Rowe upon a foul on Temple's part. While I know nothing of the merits of the case, and therefore cannot discuss whether the offense was actually committed or not, I would like to call these educated racing critics' attention to the fact that, according to League racing rules, the judges are allowed only to place the men as to their position at the finish and to do nothing else. The question of foul riding can alone be dealt with by the referee and the umpires. Now at Buffalo the judges declared Temple to have crossed the line ahead of Rowe, as he did, and there their duties ceased. From the position at the finish thus awarded him by the judges, the referee removed Temple because of an alleged foul. It is unpleasant at all times to have one's self written up adversely in the public press, especially when the writers show such ignorance of their own racing rules, as in this case, and I just call attention to the above facts as a simple justice to the gentlemen who acted as judges in this unpleasant affair.

SYRACUSE.

"SALINA."

THE last club run of 1888 was held on the 26th ult., and was attended by only eight members, owing to the conditions of the roads and also the darkness. And it was dark! Capt Chapin led the way, mounted on a 53-inch Columbia, a wheel quite foreign to him, and had it not been for the constant blowing of his whistle, we never could have followed him. Night riding is not popular in Syracuse, and never will be till the roads are improved and satisfactory arrangements are made with the moon to appear on the scene.

THE Cycling Club has owned a small 32-inch bicycle for several months, which has been the joy and pride of all the members. But, alas! some one broke our pet, and we are all in deep mourning. Suspicion rested on a certain club man for a time, and he was finally accused and tried before a mock court, Judge Wilson presiding. After a long and tiresome struggle, a competent jury was selected and the trial began. The prosecuting attorney opened the case with a long harangue on the terrible crime, supposed to have been committed by the accused, and called forth several witnesses, who, by judicious lying, proved almost to a certainty the guilt of the accused. The criminal was his own counsel, and some of his cross-examinations would have brought tears from a brass monkey. Both sides through, the judge charged the jury, and after a short secret session they brought in a verdict of "guilty." The grief of the prisoner was so terrible, that sentence was suspended till Oct. 15. Witness Hopkins deserves credit for the convicting evidence he produced.

PORKOPOLIS NOTES.

"STAR."

THE wheel editor of the Cincinnati *Commercial Gazette* is a little bit previous in asserting that the cycling season is about over for this year. This may be true as to certain scorchers who have worn themselves out by long runs during the hot months, but for those who make a proper use of their wheels there yet remain the months of October and November, during which the smoothness of the roads and the exhilarating atmosphere make even hill-climbing a delight.

ON Sept. 26 a teamster was fined five dollars and costs for driving a loaded four horse coal wagon on the Race St. asphalt.

THE lubricating power of sperm oil is said to increase with the temperature. Perhaps that accounts for the easy running of a wheel that has been standing in the sun.

ALLSOP, the report of whose feat of climbing Sycamore Hill created so much surprise, is said to weep because there are no more hills to conquer. What's the matter with the Price Hill incline?

THOUGHTLESS wheelmen should be cautioned against coasting in the parks, as they are not only liable to be arrested and have their badges taken from them, but may be the cause of the parks being closed to all wheelmen, badge or no badge.

THE *Enquirer* man—who does not hesitate to copy from the BICYCLING WORLD AND L. A. W. BULLETIN, but forgets to give due credit—sees fit to question the veracity of your correspondent. If he will only consult the issue of his paper for August 19 he will find the item he denies, and which described Dr. Kempton, of the C. B. C., as a "professional trick star rider," who was to make a trip to Mammoth Cave, Ky.

THE season of the year is at hand when inexperienced wheelmen, by wearing insufficient or improper clothing, are apt to contract colds that may stay with them indefinitely. Cotton should be wholly excluded and only woolen garments be worn. A coat, and at times a vest, should be carried on the wheel to be donned while resting, coasting, or when the rider is not on his wheel, for no matter how warm it may be at the beginning of the day, it is liable to turn quite cold before night.

A VEGETABLE diet, it is claimed, is more conducive to endurance than one of meat. The hare, horse and deer (Herbivora or vegetable eaters) are fleet and have greater powers of endurance, it is said, than the lion, tiger or panther (Carnivora or flesh eaters). The latter are better able to make sudden, powerful but brief efforts, whilst the former can protract their efforts almost indefinitely. To increase their endurance, hounds are fed on corn-bread. Might not a vegetable diet be beneficial to the knights of the wheel?

WHILST returning from Alexandria, Ky., the C. B. C. met a snake—it was a real snake, something less than ten feet long—that blocked the way and showed fight. Nothing daunted by its threatening aspect, the gallant Galway, ordering a dismount, led his forces

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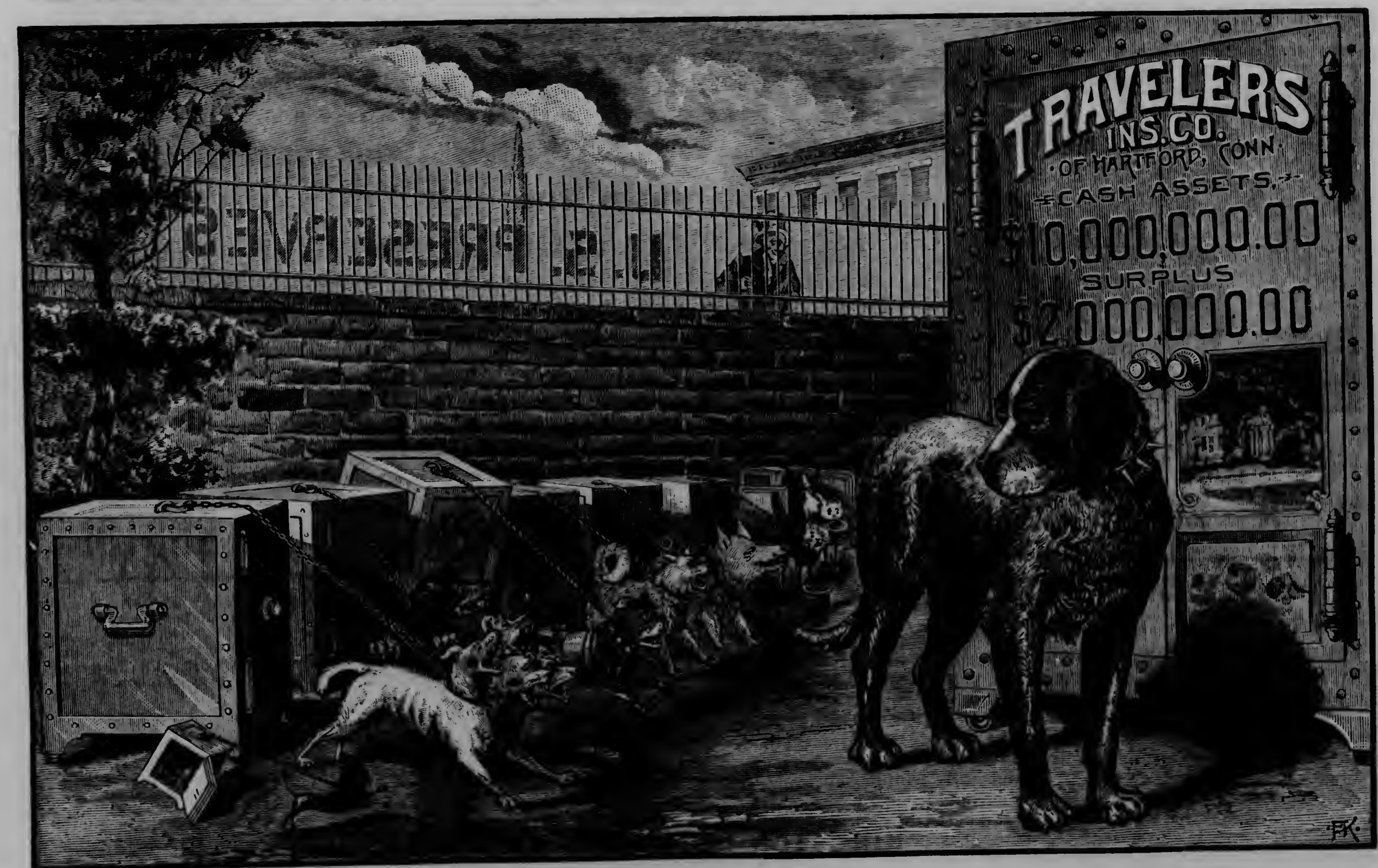
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RECORDS.

Hartford, Sept. 14th, R. H. DAVIS, in the Safety Handicap, won from Scratch, in 2m. 46 sec., on

A Swift Safety.

This is the I mile Amateur Safety Record for America.

On the same day Messrs. CRIST and DAVIS established

A WORLD'S RECORD,

On the Swift Safety Tandem, riding a mile without pacemakers, in 2m. 44 1-4 sec.

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W. S. Doane says of the Apollo Bicycle: "I found Singer's ball head a very great improvement over the old style cone head, and adjusted it only once during the entire trip, and never had any trouble from its tightening. The front wheel bearings, which are double balls, I found needed less adjustment and wore much better than the single and much easier to adjust than any other I have yet used."

For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

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IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl St., Boston.

to the attack, and the loathsome reptile was soon covered by a pile of broken stone. When the monster was uncovered by two or three of the bravest it was discovered that it had been killed, but by whom—for each claimed to have made the lucky throw—must remain the Mystery of the Alexandria Run.

WHAT I would like to see: Harry Watters coast Crescent avenue and use his patent foot-brake.—Charlie Allen astride of that new wheel that he is—to get.—The membership of the various clubs doubled next year.—"Toot" High keep quiet for five consecutive minutes.—Cigarette smoking in the club rooms discontinued.—Dr. Green go on a club run without his watch.—H. W. Longley coast on his "Swallow."—E. R. Webster attend a club run.—Children kept off of Race street.—Sprinkling carts take a vacation.—Nice weather every Sunday.—Delni win a race.—A. A. Bennett scorch.

NEWS

AND COMMENT.

A NOVEL way of advertising is that adopted by certain firms who "advertise" themselves as having an unlimited opinion of the gullibility of the dear public, by "advertising" that they bet Prof. King \$500 that he cannot ride a mile or two on his wonderful water bicycle. Even in classic Boston this racket was worked to perfection, and the dear public were gulled.

THERE is a letter for H. G. Crocker at this office.

OWING to bad weather the Maine L. A. W. Div. races have been postponed to Oct. 11.

THE Wakefield (Mass.) Bi. Club will hold its annual twenty-five-mile road race Saturday, Oct. 6, at 3 P. M.

ON September 28, the Medford, Mass., Cycle Club was organized with fifteen members. The club intends to join the League.

P. J. BERLO and J. P. Clarke, on a Marlboro' Club tandem, rode round the reservoir this week in 3:11 3-4. This is the fastest time ever accomplished round that circle.

WE received cards from Mr. Frederick Jenkins the other day. He was married to Miss Ella Gregory. The home of the happy couple is New Rochelle, New York.

P. S. BROWN is of the belief that W. E. Crist has the fastest final spurt of any man riding, not excepting Temple, Rowe or Windle. We do not doubt Brown's sincerity but we question his judgment.

A. J. MARTEL, on a bicycle, and F. Neil, on his mare, Dolly Goldsmith, will ride a match race from Hartford to New York City, for a purse of \$1,000, (\$500 a side). Both men belong in Hartford.

IN our issue last week we gave an account of a race between horse and bicycle in New Mexico. We learn from the *Clipper* that the time made by the horse, 50 miles in 3h. 47 m., is record for that distance.

A CURIOUS match has been made between J. C. Edwards, of Connecticut, and W. Jones, of Albany, N. Y., to ride across country from Sandlake to Bath, N. Y. They will be accompanied by two horsemen.

QUINCY, Ill., tournament Oct. 9, 10, 11. The programme contains races, hill climbing contests, balls, smokers. We regret that space forbids us publishing the programme in full. It will be the finest tournament ever held in Illinois.

A HORSEMAN in Philadelphia, the other day, accidentally rode down a cyclist. Instead of giving himself up in a peaceful manner he thrust the policeman aside and rode off at top speed. His offence is resisting arrest, and he will fare badly when caught.

THE Springfield Clubs' road race last week, was run under the most dismal circumstances. Fog, rain and mud did prevail. The following team won: J. C. Hamilton, F. A. Eldred, F. H. Williams, with Sawtell, C. Trask and F. N. Swan second place.

E. BIRGE, while riding near West Warren, Mass., rode over a red squirrel. Birge was going at good speed and his wheel caught the little fellow, and, curiously enough, took him up with it into the slot that the wheel passes through under the seat, where he was of course killed.

THE four-mile handicap race of the Yonkers (N. Y.) Bicycle Club was won by C. B. Lockwood, from scratch, beating H. W. Pagan (65 sec.) second, and J. J. Lawrence (90s.), E. R. Holden (75s.), R. J. Dick (55s.), and S. T. Kellogg, A. W. Kingsbury and C. S. Burnham, scratch.

ONE of the noted events in cycling in Cincinnati, Ohio, occurred last Saturday, September 22d, it being a run to Dayton, Ohio, by moonlight, by the Crescent Wheelmen of Cincinnati. The distance is 55 miles. The return was made in time for an early supper Sunday evening.

W. A. Ross of Holyoke, Mass., was fined \$7.63 for riding on the sidewalks of that city. The plea that the road was impassable did not clear him. For as the judge said; "If the riders of bicycles came to a bad spot in the road they could walk and push their wheels on the sidewalks, like a wheelbarrow."

AN empty balloon was found in Pennsylvania last week, drifting in a wood. Several enquiries have been made if the lost occupants were some professional bicyclists who was visiting Pittsburg, and had taken the balloon railroad home. As the "gate" was not abnormally large, it is supposed the new route was taken to keep expenses down. "Senator" Morgan is awaiting a new hat from the party, the result of a bet on the "gate" at Pittsburg.

MR. SAM B. STERLING, of Bridgeport, Conn., one of the long-distance tourists of the United States, made us a pleasant call last week. He recounted some of his experiences, and said that the longest tour he ever took was up into Canada and back, a distance of some 1200 miles. He started for Florida a-wheel, but he got no further than North Carolina, and here he concluded discretion to be the better part of valor, as his fear of "alligators and black skins" prevented his proceeding. Considering the prevalence of the deadly alligator on the highways and byways of North Carolina we commend Mr. Sterling's caution.

THERE is a flutter in coterie of Juniata Wheelmen, of Huntingdon, Pa. It seems that they are to lose one of their right hand men in the person of W. M. Tehan, President-Captain (more familiarly known as "Billy") who has accepted a responsible position as stenographer, not to "Mr. Barnes of New York," but some one in Gotham who rejoices in a name very similar. There is weeping and gnashing of teeth, and the parting is said to be one of those demonstrations in which onions play a conspicuous part. "Billy" was a lively boy, one of those great hearted bricks that they seem to raise in England. It is said that he feared nothing, save the d-l, with whom, it is affirmed, he had a nodding acquaintance. A few of the boys bade him *bon voyage*, and even his countenance showed some traces of mental pain at the severance of ties that were as hearty as they were strong-seated in the human breasts of those who regarded him with esteem and genial solicitude.

MR. HOPKINS ONCE AGAIN.

Editor *Bicycling World*: I am glad to see the Illinois wheelmen "waking up" on the road question, and if they are as energetic in their efforts to improve their corduroys as they have been recently in defending them against my mild complaint they may some time have good roads of their own.

In my letter in the *World* last June I spoke in a general way of Illinois roads and wheelmen, but the idea that I intended any reflection upon the treatment I received at their hands is ridiculous. It is the only State in which I had an escort, viz., Bert Meyers in Peoria, and Messrs. Sperry and Nicolet in Champaign, the latter gentlemen riding two miles with me, for all of which I was grateful, and should have particularized. I thanked Mr. Meyers a second time in Buffalo, and if Mr. Sperry or Mr. Nicolet ever come this way I hope to do as much for them as they did for me.

But I retract nothing which I first wrote. I thought I knew what a rough road was when I reached Illinois, as I had ridden about forty miles over railroad ties, and wheelmen there seemed to take no offense when I told them that they had the roughest roads it had been my misfortune to travel. Doubtless they do get smooth about this time of year; Illinois people living here tell me that they do. That's a comfort. Between Peoria and Bloomington they were not so bad as in other less-traveled districts. In Bloomington a prominent wheelman informed me that when they wanted good riding they went up to Peoria. A prominent wheelman not a thousand miles from Champaign, who said he had ridden to Columbus, took the train to Crawfordsville, if I am to believe his own statement. If I lived there I think I should do the same. With all due respect I to Mr. Matur, of Bloomington, and Mr. Sperry, of Champaign, I found many wheelmen in their State who could not give reliable road information, and I was told on three occasions, "I have never been five miles out of town."

Boys, come out here and we will show you some natural roads that are "equal to any macadamized road," and you won't have to wait three weeks after a rain for them to get smooth, either.

Yours truly, C. C. HOPKINS.

Denver, Col., Sept. 22.

WE would especially call rider's attention to the new advertisement of W. Read and Sons. They make a liberal offer of exchange.

A. T. LANE, the well-known sporting goods dealer of Montreal attended the Buffalo Meet mounted in the American Rambler. Where is the Premier you have hitherto been so fond of, Mr. Lane?



RALPH TEMPLE.

Two years ago the subject of the following sketch and the original of the above cut was absolutely unknown in the cycling world, but to-day Temple holds an unprecedented record of victories over the most prominent professional cyclists of the world. Only one man stands in the way of his assuming the proud title of champion of the world, and to the end that the question of supremacy may be settled Temple and Rowe are to meet in a series of races. We give some interesting statistics relating to the "little wonder," which on the eve of the great battle must prove of great interest to our readers.

Ralph Temple was born at Galesburg, Ill., May 10th, 1865, he is therefore in his 24th year. His height is 5 feet 4 1-2 inches, his training weight, stripped, 142 pounds; his chest measure is 38 inches; thigh, 23 inches; calf, 15 inches. His machine is a 21-pound, 53 1-2-inch Humber with 4 7-8-inch cranks.

During his tour abroad in 1887-88 he rode in 125 races, of which 103 were firsts, 16 seconds, 2 thirds, 2 dead heats, 2 misplaced. The dead heats were with Howell and Lees, and he has never been defeated from scratch except by Howell. He has ridden Howell 8 races, out of which he has defeated that Englishman 5 times.

In the two misplaced races, one was at Glasgow, when he actually rose from a sick bed to start, and the other was at Amsterdam one week after the fall in which he suffered concussion of the brain. This race at Amsterdam is a matter of history only to Temple, he to this day not having the faintest recollection of going to the track, starting and stopping. In February, 1888, he dislocated his ankle and for three months was laid up. While yet unable to walk he began to ride again, and for two months he rode and won races while he had to use a crutch to walk. During this period his ankle had to be frozen by cold water process and then laced in elastic stockings before each race.

HIS MATCH RACES.

Eight match and open events with R. Howell, won five, lost three. Fred Lees, three races, all won by Temple. W. Wood, four races, all won by Temple. F. Wood, three races, Temple won them all. He had one match race each with A. H. Robb, I. Young and J. P. Lumsden, and won them all.

CHAMPIONSHIPS, 1887.

He beat R. Howell for the half-mile world and the half-mile open championships.

He beat I. Young for the championship of Scotland. For the 15, 25 and 50 mile international championships he beat T. Battensby, Tom and Bob English, W. Wood and Jules Dubois.

CHAMPIONSHIPS, 1888.

He captured the half and 10 mile and the 20-mile world championships, defeating Howell, Lees, F. Wood, B. English, Crocker, Knapp, Whittaker, W. Wood and A. H. Robb.

He also got the championship of Europe at Berlin, at which time he established a European record in competition for two miles in 5m. 10s.

The championship of Holland was also captured by the "merry little Yankee."

In temperament Temple is sanguine and "grit" to the backbone. In manner affable and frank. The bigger the job cut out for him the better he likes it. He is never beaten until the race is finished, and when beaten he has no excuses to make.

Since his return to America he has been beaten by the great American, Rowe, but whether the cause of his defeat was lack of condition or because Rowe is the faster of the two will be demonstrated in the coming match races. Temple's method of training is uncommon. He is of course careful in his diet, takes lots of rest, and in training he never rides more than a quarter of a mile at top speed. He never rides more than three miles at one bout, and he alternates short distances at slow work and then a burst of top speed and then slow again. This we understand is Mr. Hillier's method and also the method of R. Howell.



W. A. ROWE.

The achievements of this great cyclist have been so often and faithfully chronicled in this paper that it would seem almost unnecessary to refer to them, but at this time we know it will be of interest to epitomize what Rowe has done since he became prominent in 1885. W. A. Rowe was born in Gloucester, Mass., July 29, 1865, and like his smaller rival he is also in his 24th year. Here the similarity ceases, for the Lynn man stands 5 feet 8 3-4 inches, and strips and trains to 176 pounds. Chest measurement, 38 1-2 inches; thigh, 26 inches; calf, 18 inches. Rowe rides a 55-inch Columbia with 5 1-2-inch cranks. Since his entry into the cycling arena his success has been almost without a check. It was in 1886 that he reached the zenith of his success, during which year he beat his only rival, George Hendee, in a race, and thus established his title to being the fastest man in America. During the same year he defeated F. Wood, and also established world's records from 1-4 mile up to 22 miles, which records stand to this day intact. In 1887 the racing was comparatively dull, and the men Rowe did meet he vanquished easily. Early in 1888 Rowe went to England to meet Howell. It is an undoubted fact that Rowe was not fit and could not get fit because the inclement weather forbade outside work, and so Howell won all the races. Rowe, however, redeemed himself by defeating W. Wood in a match race, at the finish of which Rowe was thrown and broke his collar bone. This of course put an end to his racing and he came home. Since his return he has done good work, especially distinguishing himself at Buffalo and Hartford by defeating his rival, Temple, at these two places. Rowe is a man who is not afraid of punishment. When pushed he rides all out, and he has a wonderful burst of speed. In manner he is retiring and modest; he does not talk, but he quietly goes at it, and does his little work. To be beaten by Rowe is no disgrace, to beat him is a hard task, and there is only one man, if any, that has the speed necessary to lead him over the tape in his present splendid form.

WELLS GETS THE SYCAMORE STREET HILL RECORD.

OUR correspondent, "Duquesne," telegraphs us from Pittsburg, that Jno. A. Wells succeeded in climbing Sycamore street Hill, mounted on an American Rambler, geared to 48 inches, with crank 7 1-4 inch throw. He rode three hundred feet beyond the distance ever before attained by any rider. Mr. Wells made three attempts before he succeeded. The grade of Sycamore street on the average is 1 in 6 4-5.

ENGLISH RECORDS.

WEDNESDAY, Sept. 19, E. Taylor established tricycle records as follows: 6 miles, 17m. 25 sec.; 8 miles, 23m. 1 sec.; 9 miles, 26m. 14 sec.

ONE AND QUARTER-MILE SAFETY.

ON Tuesday, Sept. 18, S. G. Whittaker put the one-mile safety record at 2m. 31 4-5 sec., and on Wednesday following he rode the quarter also on a safety, in 33 2-5 sec.

ENGLISH PROFESSIONAL CHAMPIONSHIPS.

THE 20-mile championship, for £40 and the belt, was run at the Belgrave grounds. The result was:

W. Wood,	1
A. H. Robb,	2
R. Howell,	3
A. Hawker,	4

The 15-mile championship was run at North Shields. Results:

Tom English,	1
W. Wood,	2
R. H. English,	3
F. Wood,	4

THE EASTERN ROAD CLUB RACE.

At a meeting of the Eastern Road Club, held Sept. 27, it was voted to refer the result of the twenty-five-mile race to the referee, Dr. W. H. Emery, who, it is understood, will order the race to be run off by the Dorchester and Cambridgeport Clubs at some time convenient to both. At this meeting a

SUBSCRIPTION FOR THE BENEFIT OF ROBERT S. MCOMBIE, who was seriously injured in the Eastern Road Club race, was started, and it was voted to open a subscription in each club in the organization. Dr. W. G. Kendall, Boston Club; Dr. W. H. Emery, Roxbury Club; President John B. Seward, Chelsea Club; President Willard H. Forbes, Dorchester Club; and Lieutenant Newman, Cambridge Club, each contributed \$5, and promised a liberal return from their respective clubs.

The wheelmen are proving themselves a whole-souled body of men, as well as jolly, good fellows socially.

We cheerfully endorse the idea of a subscription, and the WORLD puts its name down for \$5. Subscriptions will be received at this office or by any member of the committee named above.

EAST HARTFORD RACES.

UNDER the auspices of the East Hartford Club a race meeting was held last Saturday. A chilly air tested the staying qualities of the spectators as well as that of the riders. Results as follows:

One-mile East Hartford championship, W. James, (1); C. F. Richmond (2). Time, 3-24.

Half-mile handicap 1st heat. All from scratch!! W. H. Combs (1); E. Mullett (2); C. R. Culver (3). Time, 1-35. Second heat, from scratch!! E. S. Horton (1); H. J. Culworth (2); C. L. Snow (3). Third heat, G. I. Whitehead, 35 yards (1); H. C. Wakefield, 40 yards (2); J. E. Dauchy, 30 yards (3); L. Foster, scratch (4). Time, 1-29. Final heat, J. E. Dauchy, 30 yards (1); G. I. Whitehead, 35 yards (2). Time, 1-30 1-4.

Three-mile handicap, W. James, 25 seconds (1); G. I. Whitehead 15 seconds (2); H. C. Wakefield, 20 seconds (3). Time, 10-22 1-2.

Two-mile novice, H. J. Cudworth (1); E. E. Arnold (2). Time, 7-44 1-2.

One-mile open, L. Foster (1); G. I. Whitehead (2); J. E. Dauchy (3). Time, 3-22.

One-mile 3-20 class, J. E. Dauchy (1); H. C. Wakefield (2). Time, 3-24.

Two-mile lap race, L. Foster, 22 points; W. James, 19 points. Time, 7-08.

One-mile consolation, C. L. Snow (1); F. A. Bearse (2); S. H. Tyrell (3). Time, 3-30 3-4.

RACING AT SAN FRANCISCO.

THE following are the results of the races held under the auspices of the San Francisco Bicycle Club, Sept. 10th.

One mile novice (ordinary)—Entries: A. U. Brown, A. S.; H. N. Egbert, S. F. B. C.; Louis Hinz, B. C. W.; L. G. Hodgkins. Won by A. U. Brown; Hodgkins second. Time, 3-04 4-5.

Five mile League American Wheelmen State championship. This was a walk-over for A. S. Ireland, he having no competitors. Time, 16-46.

Two-mile handicap—Entries: C. B. Wheaton, S. F. B. C.; scratch; B. C. Austin, 180 yards; E. L. Favor, S. F. B. C., 165 yards. Won by Wheaton; Austin second. Time, 6-33.

One-half-mile dash—Entries: A. U. Brown, A. S.; W. S. Davis, S. F. B. C. Won by Davis. Time, 1-30 1-2.

One mile Rover type (record)—Entries: Charles P. Fonda, S. F. B. C.; F. E. Browning, B. C. W. Won by Fonda. Time, 3-16 1-4. This was a close and interesting race, but the Pacific coast record of 3-10 3-4 not being broken no medal was awarded to the winner.

One mile scratch—Entries: W. G. Davis, S. F. B. C.; C. B. Wheaton, S. F. B. C. Won by Davis. Time, 3-22. This was a slow and uninteresting race, the contestants being side by side throughout.

Three-mile handicap—Entries: A. S. Ireland, A. S., scratch; A. U. Brown, A. S., 160 yards; O. C. Haslett, A. S., 125 yards. Won by Ireland; Brown second. Time, 9-53.

One mile club contest—Entries: W. S. Davis, C. B. Wheaton, C. P. Fonda. Won by Fonda; Wheaton second. Time, 3-56.

THE NASHVILLE (TENN.) ROAD RACE.

THE 30-mile handicap of the Nashville (Tenn.) Club, took place last week Thursday, and was a very successful event. Fifteen men faced the starter, and the result was as follows:

1—J. D. Herndon,	Scratch.	9—J. Roller,	12m.
2—W. M. Leftwich,	15m.	10—J. B. Northern,	Scratch
3—F. W. Hamley,	10m.	11—J. Combs,	Scratch
4—F. N. Smith,	Scratch.	12—J. H. Hartung,	Scratch
5—F. Newson,	12m.	13—H. B. Caulkins,	3m.
6—W. Treece,	Scratch	14—G. C. Crause,	3m.
7—W. A. Whitmore,	Scratch	15—J. D. Crause,	3m.
8—W. Hartung,	Scratch.		Did not finish.

* Time, 2-21 1-2. The race was a success in every respect. Though the roads were not of the best, yet everything was done by the management, aided by the generous support and interest of the public along the route of the race. Several headers were taken, but no serious damage was done. Hamly took the worst one, he was forced out of the road by a team, falling into a pile of stones, and cutting his chin badly and spraining his wrist and ankle. J. D. Crause became flagged and stopped.

The prizes were an American Champion roadster, presented by Messrs. Gormully & Jeffery. Medals for second place and fastest time. Mr. Herndon wins the bicycle and time medal. The machines ridden were: Herndon, 56-inch Victor; Leftwich, 54-inch Victor; Hamley, 54-inch New Mail; Newson, 54-inch New Mail; Treece, Columbia Light Roadster.

A GRAND FALL TOURNAMENT FOR NEW YORK CITY.

THE Berkely Athletic Club, an opulent athletic club with a luxurious club building at 19 and 21 West 44th street, New York City, have just built recreation grounds at Morris Dock, on the Harlem River, at a cost of \$15,000.

The grounds are fifteen minutes' ride from the Grand Central Depot on the N. Y. C. and R. R., and may also be reached by the elevated roads, and New York and Northern Railroad. They are less than two miles above Macomb's Dam Bridge, and may be reached on wheels by riding up Sedgwick avenue. No expense has been spared to make them the prettiest and most complete athletic grounds in the country, and we believe this object has been achieved.

A feature of the grounds will be the bicycle track. The track is four laps to the mile with scientific curves, raised on the outside eighteen inches, so that the highest possible speed may be kept up all the way. The track is twenty feet wide all round. Special accommodation is made for storing wheels during meets and over night, there being storage room for 150 wheels.

This new track will be inaugurated Saturday afternoon, Oct. 30th, with a grand bicycle tournament, on a more complete scale than any ever before given in New York City. The following events will be decided: One-mile bicycle novice, one-mile bicycle handicap, one-mile inter-scholastic (open to members of New York City private schools), one-mile bicycle handicap, two-mile bicycle handicap, one-mile bicycle (Rover type wheels) scratch, half-mile bicycle

scratch, two-mile inter-collegiate scratch, and one-mile consolation handicap. Valuable prizes, both beautiful and useful, will be given to first, second and third in each event. It is expected that the value of the prizes will attract the entries of all the fast amateurs. The handicaps will give every one a chance, and the consolation handicap, which will be handicapped on the grounds, will give the unsuccessful ones a chance to win a prize. For the one-mile handicap the first prize will be a solid silver cup, presented by the Pope Mfg. Co.

On the day of the races, special trains will be run direct to the track, on the New York and Northern and on the N. Y. C. and H. R. R., from 42d street depot, and round trip fare, including admission to the grounds, 70 cents. All wheelmen entering grounds on their wheels, admitted free. Competitors will find splendid dressing rooms and ample accommodation to witness the races. The track will be thrown open for practice from Oct. 14 to Oct. 20. The tournament is under the management of G. R. Bidwell, 313 W. 58 street, Captain of bicycling, Berkeley Athletic Club, and F. P. Priol, P. O. Box 444, New York, Editor of the *Wheel*.

KANSAS CITY.

[For some reason unknown to us, the United States mail failed to bring us copy for the first days' events at Kansas City. The letter bringing us the reports of the second days' proceedings, stated that the first days' report had been forwarded. Where is it and whose fault the non-arrival is, we cannot now say. We held our paper to the last moment, hoping the missing manuscript would materialize.—Ed.]

SECOND DAY.

ST. LOUIS must want the earth. The representation from that city having scooped almost everything "scoopable," in the two days' racing. The attendance of some 500 odd, shivering spectators, was not a sight to warm up enthusiasm. But now to business, and here are the results:

One mile handicap. Percy Stone, scratch, (1), F. Mehlig, 10 sec., (2); N. T. Haynes, 10 sec., (3). Time, 3:15 1-4.
One mile novice. H. C. Jones, (1); M. W. Daniels, (2); F. W. Metcalf, (3). Time, 3:49.
Half mile open. Percy Stone, (1); H. C. Rittenhouse, (2); Harry Gordon and N. Hayes collided and fell. Time, 1:45 1-4.
Three mile Kansas State championship. Two starters. A. J. Henley, (1). F. W. Metcalf, (2). Time, 11:54 3-4.
Half mile without hands. Two starters. H. Gordon, (1); J. A. DeTar, (2). Time, 1:59 3-4.
One mile Missouri State championship. Jno. M. Hodgen, (1); F. Mehlig, (2); N. T. Haynes, (3). Time, 3:33 3-4. In this race Haynes lodged a claim for foul riding vs. Mehlig, but it was disallowed.

THE LANTERN PARADE AND THE EXERCISES AT THE EXPOSITION BUILDING.

Two hundred and seventy-five wheelmen, many of whom were in masquerade costume, mounted their decorated wheels at 8 o'clock, and started for the Exposition Building. Signor Liberati's bugle corps furnished the music for the parade. This corps was mounted on horses, and one of the tooters took a bad header from his equine. This was the only bad accident of the trip. At 9:30 the wheelmen reached the Building, here the wheelmen formed "at ease" in line, and were formally welcomed by Judge J. T. Philips. The effort of the Judge was serio-comic. His reference to the love of athletics as an evidence of culture and power was good, but when he said every thing in Kansas City was free of cost to the visitors, excepting the hotels and laundries he brought down the house.

John Stout astonished the natives by climbing up a flight of stairs on his Star much more easily than some people can ride on the level. The rest of the evening was spent by the wheelmen in promenading, listening to the music and of course flirting in bounds of propriety.

TIOGA (PA.) CYCLE CLUB RACES.

A HEAVY track and cold weather made fast time an impossibility at the above races, held last week, but a crowd of some 1500 people, many of whom were ladies, braved the rawness, and for their pains saw some excellent racing. Results:

One-mile, 3:20 class, was won by Isaac Van Deusen, Jr., with W. J. Grubb second, and J. H. Draper third. Time, 3:01 2-5.
One-third-mile, boys under sixteen—Won by Murray Killiner; C. W. Wright, second. Time, 1:03.
Two-mile lap—H. L. Kingsland, W. E. Crist and W. I. Withelm started, and finished in order named. Time, 6:12 2-5.
One-mile novice—Draper won, with Scott second; a close race. Time, 3:09 3-5.
One-mile tricycle handicap—Won by H. L. Kingsland, scratch; Jno. A. Wells, 100 yards, second. No other starters.

Half-mile, open to Philadelphians—Won by Isaac Van Deusen, Jr. Time, 1:28.

One-mile tandem bicycle—A walk-over for E. I. Halsted and L. A. Hill.

One-mile Frankford Club championship—Was won by J. Dyson. Time, 3:27 1-5.

One-mile open—The race of the day, and worth a journey to see. The first heat was won by Wilhelm, of Reading, in 3:00 1-5, after a hot race with Crist, of Washington, who was second. The second heat was a dead heat between Halsted, of the Pennsylvania Bicycle Club, and Kingsland, of Baltimore, who crossed the tape together in 3:13. In the final the men were bunched from the start, and as first one, then another, of the men took the lead the excitement grew intense. Halsted led at the finish of the first lap, with Wilhelm right on his wheel; Kingsland, by a pretty spurt, took the next lap, with Halsted second. The pace, already hot, was now increased, none of the racers relinquishing an inch, and as they came down the back stretch and rounded into the straight, all in a bunch, the crowd went wild. At the turn Kingsland cleverly slipped through, and by a magnificent effort, sent his wheel over half a length ahead of Crist, who finished six inches in front of Wilhelm, with Halsted six inches back of the Reading man. There was some dispute about second place, but the judges ruled that Crist was clearly entitled to it, and it so stands, although both the *Ledger* and the *Press* erroneously stated that Wilhelm had been awarded second.

One-mile, three minute class—S. W. Merrihew won; Van Deusen, Jr., second. Time, 3:03 4-5.

One-mile Rover safeties—Won by J. B. Pearson (100 yards); Egolf, second; McDaniel, third; last two scratch. Time, 3:01 3-5.

One-mile tandem tricycle—A walk-over for Kingsland and Wells. Time, 3:14 3-5. This was the final event.

S. T. Clark, of Baltimore, acted as referee.

ARIEL.

PITTSBURG (PA.) RACES.

Two very frigid days for the management of the races at Pittsburgh last week. The attendance was shamefully small. Some of the racing was good, and the track was excellent. The absence of Temple from the professional contingent was felt and regretted. The amateur ranks were well represented. Results:

FIRST DAY.

Half-mile open—W. W. Windle, first; A. C. Banker, second; W. E. Crist, third. Time, 1:23.

One-mile novice—W. D. George, first; J. H. Gloninger, second. Time, 3:20.

Five-mile (professional) first heat, championship—W. A. Rowe, first; H. G. Crocker, second; W. F. Knapp, third. Time, 15:22 1-5; State record.

Half-mile, 1:35 class—W. D. George, first; S. A. Jessop, second. Time, 1:35 1-5.

Two-mile Pennsylvania L. A. W. championship—A. C. Banker, first; W. D. Banker, second; F. G. Lenz, third. Time, 6:03 1-5; State record.

One-mile, 3:30 class—W. D. George, first; W. L. Wright, second. Time, 3:21 2-5.

One-mile handicap—W. F. Knapp, 30 yards, first; R. A. Neilson, 50 yards; W. A. Rowe, scratch, third. Time, 2:52 3-5.

Two-mile open—W. W. Windle, first; W. E. Crist, second; W. D. Banker, third. Time, 6:15.

SECOND DAY.

One-mile lap—W. W. Windle, 14 points; A. C. Banker, 11 points. Time, 2:55.

Half-mile novice—W. D. George, first; W. L. Wright, second. Time, 1:38.

Three-mile (professional), second heat, championship—W. A. Rowe, first; H. G. Crocker, second; W. F. Knapp, third. Time, 8:57.

One-mile, 3:10 class—W. D. George, first; J. H. Gloninger, second. Time, 3:19 1-5.

One-mile (professional) handicap—R. A. Neilson, 50 yards, first; W. A. Rowe, scratch, second. Time, 2:51 1-5.

One-mile open—W. W. Windle, first; W. D. Banker, second. Time, 3:00 2-5.

Two-mile (professional)—W. F. Knapp, first; H. G. Crocker, second; R. Neilson, third. Rowe did not start. Time, 6:14.

Three-mile handicap—W. W. Windle, scratch, first; W. D. Banker, 150 yards, second. Time, 8:59.

THIRD DAY.

One-mile, handicap—W. W. Windle, first; A. C. Banker, second; W. D. Banker, third. Time, 2:58 1-2.

One-mile professional—R. A. Neilson, first; W. F. Knapp, second; H. G. Crocker, third. Time, 3:12. Rowe did not start.

Two-mile, 6:20 class—W. D. George, first; W. L. Wright, second. Time, 7:02.

Two-mile lap—W. W. Windle, first; W. D. Banker, second. Time, 6:20.

One-mile professional, final heat for championship series—W. A. Rowe, first; H. G. Crocker, second. Time, 3:00.

One-mile open—W. W. Windle, first; W. D. Banker, second; A. C. Banker, third. Time, 2:55 3-5.

One-mile, 3:20 class—W. D. George, first; J. H. Gloninger, second; W. L. Wright, third. Time, 3:23. A very close call for Mr. George.

Two-mile handicap, professional—H. G. Crocker, 20 yards, first; W. A. Rowe, scratch, second; W. F. Knapp, 50 yards, third. Time, 6:11.

Five-mile L. A. W. State championship—W. D. Banker, first; A. C. Banker, second. Time, 16:28.

A BOSTON BOY ON THE PACIFIC COAST AND IN THE YOSEMITE.

HAVING lately returned from a three months' pleasure trip through California and the Northwest I thought a short account of the trip might be acceptable.

I left Boston about the first of May. My route lay due southwest, going as far south as Santa Barbara and Los Angeles. Although I took no machine with me yet I managed to get a good ride in about every town at which I stopped. At Santa Barbara I went out riding on a safety, geared very high, and with extra long cranks. I noticed the wind was blowing at a pretty good clip, but took no notice of it, as this place borders on the ocean. When I reached my destination and started to return, I found to my surprise that the wind was blowing a gale, and was carrying huge volumes of sand with it. To ride against this was almost out of the question, and by continually tacking over the road I managed to arrive at the hotel. There I was informed that I had met a "sand storm," and it was rightly named. These storms prevail at intervals, and are accompanied by a warm, dry wind. A pelting New England rain storm would be far preferable to one of these. Here I also met Spiers, the long-distance rider, who claims to have beaten Stevens' trans-continental record by several days.

At Pasadena I met Mr. Arthur L. Atkins, well known to all Boston wheelmen, and who was connected with the Pope Mfg. Co. for several years until his health required him to seek a milder climate.

At San Francisco I was taken in hand by the San Francisco B. Club and was royally treated. This is one of the oldest clubs in the United States, there being, I believe, but two older in this country. I was given a "smoker" and reception, in fact their hospitality seemed unbounded. It is to the San Francisco Bicycle Club in general, and Messrs. Houseworth, Strong and Green in particular that I wish to extend thanks for many kindnesses to me.

The roads through Southern California are rather sandy, but can be ridden easily. Some of the roads outside of San Francisco are in very good condition; the fact that I saw a twenty-five-mile road race run off, against a strong wind, in 1h. 34m. will attest.

Of course the principle ride near the city is in the great Golden Gate Park. This is open to bicyclers on all days, but on Saturdays and Sundays, riding is restricted to one or two avenues.

The road bed is hard and level, being made from red rock, with a surface of the ground rock on top. It is equal to, if not better than, the road around Chestnut Hill Reservoir. It is about five miles from the entrance to the Cliff House and Seal Rock. It was great sport to ride out to this place and see the huge seals floundering around and hear their bellowing. They literally cover these huge rocks, and as the government imposes a heavy fine upon anyone molesting or shooting them, they are quite tame, and at times come very near the shore.

Going out one afternoon with a young lady, we secured a tandem tricycle at cyclery, and started off for a ride through the park. The young lady, before starting, succeeded in impressing upon me the fact (?) of how ignorant she was about tricycle riding, but ere we had gone far I found out how greatly she had misrepresented the state of affairs, for she made one of the best partners on a tandem that I ever rode with. Before we had gone far we met a young man who decided to "tackle" us. Off we started, up hill and down, we holding our own and gradually giving the young man a clearer and more distinct rear view. Finally he admitted that the "bean-eaters," as he called us, did understand the "rudiments" of how to ride a machine. I found out later that he was one of the local fliers.

Later on we were met by the ever genial and popular Houseworth, who took us "hill climbing."

Another evening, leaving the Palace Hotel, my lady friend and myself started for the Park, and when about a mile from the Cliff House our gearing loosened, and at one time it looked as if walking would be our fate. Hailing three riders and asking assistance they

very kindly consented to pull us back to town, but how? We had no rope or strap. A bright idea soon struck one of the number. Asking me to escort the young lady off on one side, I found to my great amusement that they had tied their suspenders together, and were going to tow us along, attached to their safeties. It is needless to say that the young lady was as much amused as I was. We finally found out what was the matter with the wheel, and were able to pedal back. After thanking the riders for their kind intentions we left them, and for a long time we could hear them laughing over the adventure far down the road.

The cyclists here are strong riders, and are very enthusiastic over the sport. There is great rivalry between the different clubs. They have an inter-club association which compares very favorably with our Eastern Road Club. They give two or three races during the year, and the finish of the race which I saw run off at San Leandro was as close as any road race I ever witnessed.

The safety pattern machines are very popular in the West, and different agents I met were frantic on account of the non-arrival of this type of wheel.

The San Francisco wheelmen were very anxious to have me stay and attend the third annual meet of the California wheelmen, which was held at Stockton July 4th, but as I wanted to visit British Columbia and the Yellowstone Park I was obliged to say good-bye to the city where I had been so nicely entertained.

Of the Yellowstone Park there is just one word I can use that would describe it adequately, and that word is AWFUL. It comes nearest to the infernal region of anything I ever heard described or ever hope to see. The hot sulphur springs emitting nauseous gases and vapors, the geysers spouting forth huge volumes of water, the peculiar and grotesque formations and hot, parched earth, are sights never to be forgotten.

The geysers have regular intervals of eruption, but can be made to break forth any time by throwing a piece of soap into the crater. A Chinaman, ignorant of this fact, had started a small laundry establishment near the Upper Geyser Hotel, and used to boil his clothes in one of the geysers between the eruptions. Not knowing this fact he once put a piece of soap into the geyser, and Mr. Chinaman, clothes and establishment went "sky high." When he reached the ground he started immediately out of the Park, muttering something about "Melican mannie hellie," and has not been seen in the park since. The geyser is named "The Chinaman," in his honor.

I was six days in the park, and it is my belief that the roads can be ridden over on a machine, with the exception of a few bad places, and it is my intention some time in the future to ride through the Yellowstone Park on a bicycle.

Yours, etc.,

W. K. COREY.

"S. S. S."

[SUSIE.]

"Why, Jennie, dear, how bright you look,

With sparkling eye and flying tress;

Not long ago your walks you took

With languid step and failing breath,

And in your weariness it seemed

A solemn race with death.

What magic art has caused the change

I'm at a loss to guess."

[JENNIE.]

"My dearest Sue, I'll never cease

My prayer to heaven, to bless

The man who first gave to the world

The wondrous S. S. S."

[SUSIE.]

"I'll hie me to the man of drugs,

But still I must confess

A doubt that all this youth renewed

Is merely S. S. S."

[JENNIE.]

"But, Susie, wait a moment, while

I make my meaning clearer,

No wondrous drugs brought back my health,

But 'Singer's Straight (bar) Steerer."

"WHIRLIGIG."

It is rumored that the G. J. C. intend to bring out a lady's bicycle as one of their novelties for 1889.

It seems to be hard to head the Victor Cycles in a road race. Riders of these wheels finished first, second and third in a field of fifteen starters at the thirty-mile handicap road race in Nashville, Tenn. The winner started from scratch.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - Room 27.
ABBOT BASSETT, Secretary.

NOW is the time of the year beyond all others the best for riding, why not this year, for it should not be said that we have gone behind the record of last year and the margin between last year's record and 12,000 is very small.

IT should be remembered that all memberships have been extended to April 30, and that the person who joins the League now will remain with us till July 1st of next year. This may be employed as an argument in debating the advantages of League membership.

AT the League Meet in Baltimore the Secretary said that in the future the National body would have the alternative of being a creditor to the Divisions or calling for a popular subscription. The popular subscription called for has not been responded to with the unanimity expected and the other alternative will have to be resorted to. The League cannot be run without money. The Divisions now get the lion's share. Many of them use the money to advantage. Others do nothing. The ones that work have nearly all subscribed to the fund. Those that do nothing have been true to their record in this case as in all others. The National organization works all the time and it must have funds. We hope that Chief Consuls will make a note of this.

WE are out with the ladies when this paper is before the majority of our readers, and we do not doubt we are enjoying ourselves. The Ladies Annual Tour to the North Shore of Massachusetts was the most successful of all League tours last year, and we believe it is the only League tour of 1888. The ladies are loyal to the organization and always ride under its auspices.

HAVE the State Divisions given enough attention to the guide board question? Massachusetts, New York and Rhode Island have given time and money to the establishment of a good system of guide boards on the roads of their respective states and the results have been most satisfactory. Other States should take up this work and push it.

WE were shown this week what looks to be a practical electric motor for tricycles. It weighs but twenty-five lbs., can

be easily attached to any machine, and has one-eighth horse power. We do not doubt it will drive a tricycle, but it has the objection that all storage battery motors must have, and that is, that it will run but three hours when it must be re-charged at some place where there is a dynamo. It must be remembered that dynamos do not grow on every bush, nor does every village boast one, and the unlucky wight who finds his battery run down when he is ten miles from home will have to carry the twenty-five pounds of dead weight. Moreover if he should find a dynamo close at hand it will require just as long to charge the battery as it will afterwards run. The plan contemplated is to have batteries ready charged at electric stations and a quick transfer can be easily made. The perfection of the plan is, we are afraid, a long way in the future.

THE *Wheel* has a long article on racing. It presents many of the evils of the present system, but it does not emphasize as it should, the curse of all race meetings. We allude to the presence of men on the track who have no business to be there. These are not hoodlums, they are men who ought to know better than force themselves where they are not wanted. At the last meeting we attended (at Providence) there was a crowd about the finish line and in the judge's stand, that made the duties of the officials very arduous and ineffective. Two policemen tried again and again to clear the track but the crowd always drifted back. No man had a right on that track or in the stand unless he was there in an official position, and yet members of the promoting club, all those who went down from Boston, and many friends of the officials forced themselves where they had no business to be, and put their friends, the officials, in the delicate position which compelled them either to have the members ejected by the police or submit to the infliction. The club invited the lady members to occupy the judge's stand, but men crowded into the stand and the ladies were forced into the background where they could see nothing. The referee had difficulty in getting to the rail and was hampered in his work. This does not apply to Providence alone, though we have instanced this case because it was fresh in our mind, and because our remarks which are very plain apply to some good friends of ours who will know that they are being talked to and reminded that they have offended good taste. We do not doubt that these good friends of ours would resent it if they were called no gentlemen, and yet we cannot conceive of any other verdict they could arrive at did they give a few moments to a consideration of their laches. No man has a right in the judge's stand of any race meeting (nor on the track) unless he is there in an official capacity. When he goes there

he hampers the work of the officials, endangers the racing men and obstructs the view of those who are on the seats. If the coat we have made fits any person or persons who may read this we hope that he or they will wear it when next the opportunity occurs.

THE Maryland Division has taken action that will lead to the carrying of a lamp after nightfall by every cyclist. At the late meeting of the Board of Officers the Chief Consul was directed to send a communication to each member of the Division, requesting every rider to carry a lantern at night, and if such is not generally done the Board of Officers may find it necessary to ask the proper authorities to make such regulations compulsory. We quote from the circular issued by the Chief Consul.

"You know the League is fighting for the rights and privileges of its members—against prejudice which I find fast disappearing—and that all the weapons, such as right, might and diplomacy are wielded by willing hands. The present action is in the line of diplomacy. If we ask for protection against prejudice it is diplomatic to illustrate to prejudice that the wheelmen are willing to go to two-thirds, or even all the way, to meet the blind god and shake Justice by the hand. Our fascinating cycle is a 'silent steed' and no mistake. In the darkness it glides up swiftly on the unwary, and is sometimes a dangerous thing to the incautious. We put on a 'light' as a warning to others and as a means by which we can see to do our part to avoid collisions.

If some clever General could invent a way to disarm the enemy he would unquestionably have the victory in every battle and live to fame as the greatest military genius of history. Your Board proposes to gain a victory in this State by the same means—disarming the enemy. It is proposed that the 'Kickers' shall have no just cause for their usual terpsichorean exercise.

We take every known means of discounting complaint against us. We say to the natural enemies of the cycle:

"Gentlemen, we are using every reasonable precaution to avoid accidents to you or ourselves, and now we ask you to view us without prejudice and accord us the same consideration (and no more) that you would the rider of any other means of locomotion."

In a "court case," to show such a healthy state of affairs, would go a long way with the just judge.

If we ask for "rights and privileges" we should do our best to show we merit them. Brother "crank" or lever, won't you assist us in this matter by acquiescence in the "request" of the Board?"

Maryland.

The Voshell House of Chestertown, Md., has this day been appointed a League Hotel.

Regular rate—Per day, \$2; breakfast, 50c.; dinner, 50c.; supper, 50c.; lodging, 50c.
Special rate—Per day, \$1.50; breakfast, 37 1/2c.; dinner, 37 1/2c.; supper, 37 1/2c.; lodging, 37 1/2c.

Fraternally, ALBERT MOTT, C. C.

Maryland Division.

Meeting of the Board of officers Maryland Division L. A. W. at Maryland Bi. Club House, Saturday, September 15, 1888. Chief Consul Mott in the chair and Messrs. Mealy, Bartlett, Sadler, Eisenbrandt and Le Cato present.

The Chair read the rule under which the meeting was called and announced that the Maryland Division

was entitled to two representatives to the National Convention and declared that nominations were in order—the following gentlemen were nominated: Messrs. J. Kemp Bartlett, Jr., Clymer Whyte, Sam'l T. Clark, C. L. Mitchell and Jas. B. Reed—Mr. Clymer Whyte received five votes on the second ballot and was declared elected a delegate—Mr. J. Kemp Bartlett was elected the second delegate.

A motion was carried that a "Sinking Fund" of \$1000 be created and a committee of three appointed to select suitable investments with power to act. The Chair appointed Messrs. Bartlett, Le Cato and Mealy as the committee.

A motion was carried, authorizing the Chief Consul to purchase a desk for his own use. A similar motion was carried authorizing the Chief Consul and Secretary-Treasurer to purchase supplies incidental to their offices. On motion, Messrs. Barrington, Sadler and Le Cato were appointed a committee to draft By-laws.

A motion was adopted that the Chief Consul direct a communication to each member of the Division requesting every rider to carry a lantern at night for if such is not generally done the Board of Officers may find it necessary to ask the proper authorities to make such a regulation compulsory. Adjourned 10.50 P. M. E. F. LeCato, Secretary pro tem.

Maryland.

The following Local Consuls are reappointed from this date for the terms opposite their names respectively.

H. McStouffer, Hagerstown.
Louis Dashiell, Princess Anne.
Carl Sykes, Ellicott City.
W. W. Blake, Catonsville.
Charles L. Mitchell, (East) Baltimore.
G. Herbert Beckley, Reisterstown.
Clarence Hodson, Crisfield.
R. Harry Patchett, Easton.
E. L. Gernand, Mt. Washington.
W. N. Cole, Havre de Grace.
J. D. Armacost, Finksburg.
M. L. Biehl, York Road, Carroll Co.
L. P. Smith, Hyattsville.
J. H. Cunningham, Westminster.
Wm. L. Conley, Tennytown.
D. C. Gilbert, Leitersburg.
Geo. W. Karl, Carroll P. O., Baltimore County.
Thomas Martin, Arlington.
C. H. McClenahan, Port Deposit.
Chas. E. Geesey, Louisville.
Frank Keating, Centerville.
Mr. A. C. Willison is appointed Local Consul for Cumberland, Md.

Recruiting circulars have been mailed to each of the Consuls, and good results are anticipated.

Fraternally, ALBERT MOTT, C. C.

League Club.

The Cyclists Touring Club, of Albany, N. Y., has applied for admission to a League Club. President, John A. Paterson; Secretary, Geo. W. Harrison; Treasurer, A. H. Scattergood. No. 209.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 159—Total 59—11,502

BOSTON, Oct. 5, 1888.

COLORADO DIVISION—1—53.

Social Wheel Club.
0705 Holzman, J. B., 1209 15th st., Denver

CONNECTICUT DIVISION—3—466.

Springfield Bi. Club.
20706 Hendee, Geo. M., So. Manchester
Winsted W. Club.
20754 Brown, Eugene S., Winsted
Unattached.
20707 Kurtz, Fred K., Box 201, Ivoryton

ILLINOIS DIVISION—3—716.

Illinois Cycling Club.
20755 Knisley, G. F., 429 Monroe st., Chicago
20756 Knisley, H. C., 429 Monroe st., Chicago
Joliet Cycle Club.
20753 Mahoney, Joe, 1013 Cass st., Joliet

KANSAS DIVISION—1—151.

Unattached.
20757 Haines, Chas., Sabetha

MAINE DIVISION—1—143.

Unattached.
20708 Damon, Walter K., Pittsfield

MARYLAND DIVISION—1—453.

Centaur Cycle Club.
20758 Search, W. Warren, 1003 E. Balto' st., Baltimore

MASSACHUSETTS DIVISION—5—1213.

Newton Bi. Club.
20709 Martin, Edwin S., Newton
Unattached.
20733 Fuller, W. R., Arlington Heights
20729 Cutting, Frederick, 28 Felton Hall Cambridge
20759 Donohue, D. F., M. D. 240 Maple st., Holyoke
20760 Butler, Albert, Box 464, Peabody

MINNESOTA DIVISION—2—114

Unattached.
20743 Brown, Ernest C., 2511 2nd ave. S. Minneapolis
20744 Hench, W. R., 211 Central ave., "

NEW JERSEY DIVISION—4—711.

Freehold Cyclers.
20710 Brown, T. J. R., Manasquan
Unattached.
20749 Kenny, James F., Madison ave., Cresskill
20730 Parker, W. F., Verona
20734 Waters, Geo. H., 291 Eighth st., Jersey City

NEW YORK DIVISION—15—2373.

C. T. C. Club.
20711 Bradford, James, 595 Broadway, Albany
20712 La Rose, A. W., 3 Madison Place, "
20713 Leake, R. B., 154 Lancaster st., "
20714 McArdle, W. H., 75 State st., "
20715 Mix, D. E., Ins. Dept Capitol, "
20716 McArthur, Chas., 2 James st., "
20717 Simmons, H., 92 State st., "
20719 Wheeler, E. J., 290 Lark st., Van Wines Point
20718 Snyder, F. T., "

K. C. W.,

20720 Beckwith, J. T., 363 Pacific st., Brooklyn
20721 Hutton, A. R., 575 Quincy st., "
20722 Murphy, Chas., 9 Wall st., "
20723 Newman, Wm., 28 Jay st., "
20724 Schrimmer, H. C., 79 Halsey st., "
Unattached.

20761 Angell, A. H., 513 Vanderbilt ave., New York

OHIO DIVISION—8—916.

Cincinnati Bi. Club.
20731 Nelson, A. T. A., Campbell Creek Coal Co., Cincinnati
Toledo Cycling Club.
20739 Cone, Thomas D., Superior st., Toledo
20741 Lowton, Harry B., Stevens & Co., "
Unattached.

20732 Hopley, J. W., Bucyrus
20725 Brown, Melford R., Cadiz
20720 Kempton, Dr. H. M., 523 Chase st., 25th Ward Cincinnati
20740 Cook, L. V., 1601 Nettie st., Toledo
20742 Pollman, Henry, 21 St. Clair st., "

PENNSYLVANIA DIVISION—5—1433.

Allegheny Cyclers.
20750 Petticord, John P. Jr., 427 Wood st., Pittsburg
Bradford Wheelmen.
20735 Lavens, C. A., Bradford
York Bi. Club.
20751 Ruby, Samuel, York
Wissahickon Wheelmen.
20762 Ball, W. H., 431 Chestnut st., Philadelphia
Unattached.

20736 Knapp, A. H., Morris Run

RHODE ISLAND DIVISION—3—249.

Unattached.
20737 Nickerson, Browning B., 22 Exchange place, Providence
20738 Shattuck, Clarence E., 105 Chester ave., "

TENNESSEE DIVISION—2—61.

Clarksville Cyclers.
20752 Major, Chas. L., Clarksville
20763 Daniel, F. D., Clarksville

TEXAS—3—34.

Dallas Wheel Club.
20745 McMaster, W. V., 303 Main st., Dallas
20746 Skeleton, H. M., "
20747 Weil, Joseph, Box 46, "
Virginia Cyclers.
20728 O'Neil, E. W., 215 Bute st., Norfolk
Unattached.
20727 Murrell, Geo. E., Colemans Falls
Wisconsin Division—1—93.
Unattached.
20748 Turner, W. J., Waukesha

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find \$ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,.....

Club,..... P. O. Address,.....

References:..... City,.....

State,.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is \$1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose \$1.50 with the application, after that date, and until April 30, 1889, enclose \$1.25.

COLUMBIA BICYCLE FIRSTS.

Richfield Springs, N. Y., Aug. 15.....		7 out of 12
Cheltenham Beach, Chicago, Aug. 25 (including 1 and 2 mile State championships).....		10 out of 12
Newcastle, Pa., Aug. 30.....		8 out of 11
Buffalo, N. Y., Sept. 4 to 8.....		15 out of 25
Philadelphia, Sept. 10.....	<i>The man who makes a good roadster may not be able to make a good racer, but the man who makes a good racer can't help making a good roadster.</i>	7 out of 11
Hartford, Conn., Sept. 13 and 14.....		11 out of 17
Penn. Bicycle Club, Sept. 15.....		8 out of 11
Roseville, N. J., Sept. 21.....		5 out of 9
Poughkeepsie, N. Y., Sept. 21 and 22.....		9 out of 18
Muscantine, Ia., Sept. 22.....		2 out of 2
Pittsburg, Pa., Sept. 24 and 25 (Professional World's Championship, 3 and 5 miles).....		
Bristol, Conn., Sept. 25.....		5 out of 8
Providence, R. I., Sept. 27.....		5 out of 7
East Hartford, Conn., Sept. 29.....		5 out of 7
Queens County Athletic Club, L. I., Sept. 29.....		5 out of 7
		102 157

THE FAMOUS, STAUNCH, RELIABLE Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.



\$1.00 a Year.
5 cents a copy.

BOSTON, 12 OCTOBER, 1888.

Volume XVII.
Number 24.

WHY WE BLUSH.

WE acknowledged satisfaction after winning first and second in the greatest one hundred mile road race of the year—at Buffalo—where only six riders finished, and ONLY FIVE of the six rode VICTORS.

We added this to our list of "Battle Flags" side by side with such world's events as Clarksville, Crawfordsville, Big 4, Boston—all 100 mile road races, open to the world, and contested by all the large makers—and modestly retired.

We blush, because after all this glory---when a bicycle maker went clear South and got up a race at Nashville, Tenn., to try to show the usefulness of his bicycles, the said maker putting up the prizes in order to stimulate the game---three naughty boys without our knowledge or permission, wanting to make a sure thing of scooping all the prizes offered, bought VICTORS and entered the race.

Well, before we could stop them, they were off and away and at the finish came to the front in 1, 2, 3 order, taking all the prizes---bicycle, medals, shoestrings and all!

It wasn't the thing, and we apologize. We don't want the earth. We only want riders to know that VICTORS are built to get there suddenly, and we are very willing to give the other fellows a chance.

We make the VICTORS, but we are not the "largest makers in the world"---only the best.

Overman Wheel Co., Boston.

SPECIAL.

All Advertisements in this Department 20 cents a line.

FOR SALE CHEAP—51-inch Columbia Light Roadster, '88 pattern; also 56-inch Expert, FRANK KOHLER, 911 Arch st., Philadelphia, Pa.

SACRIFICE. A 53-inch '88 Columbia Light Roadster, run about 50 miles; all nickel but rims; all balls; spades; Kirk saddle; too large for owner; at your own price. Best offer over \$100 takes it. Give us a bid. Sent C. O. D. for inspection. NELLIS & TABER, Herkimer, N. Y.

A Few Second-hand Springfield Roadsters, in fine condition, for sale cheap. JOHN P. LOVELL ARMS CO., 147 Washington st., Boston, Mass.

10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write C. H. METZ, Utica, N. Y.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indianapolis Bicycle Co., Indianapolis, Ind.

HALL Type Writer for sale or exchange; do. Bicycles. Write us. Novelty Mfg. Co., No. Adams, Mass.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

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Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

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For Gold Pins of the Official Design, send direct to

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Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. **Diamond Badges** \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.



Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

15 cents per copy; 7 copies for \$1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

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Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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OUR OFFER.

"Pedal and Path,"

Across the Continent "A wheel and A foot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4230 miles of which was on the wheel, at a

Total Cost of \$284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "a wheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - - MASS.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

SALE OR EXCHANGE—1888 pattern Victor Tricycle for Rover Type Safety or 50 or 52-inch Victor or Columbia Light Roadster, '88 pattern. Address L. A. W. 9937, Hornellsville, N. Y., Box 305.

FOR SALE—A Canvas Cruising Canoe, 14x30; new and in first-class condition; also Canvas Cruising Canoe, 14x27; 3 years old, but perfectly light. Both VERY CHEAP FOR CASH. F. R. WEBB, Staunton, Va.

VICTOR SAFETY, '88 pattern, wanted in exchange for a No. 3 Diebold Safe, com. lock and marble slab. G. F. W., 20 Norfolk avenue, Roxbury, Mass.

FOR SALE—Light Roadster, 55-inch New Mail, 1888 pattern; perfect condition; balls all over. \$100. R. H. DAVIS, Cambridge, Mass.

BARGAIN—Spurkbrook Tandem Tricycle, convertible, cyclometer and lamp; all in good condition. First offer over \$150 takes it. S. A. WHEELER, Wilkes Barre, Pa.

BRUNSWICK & BALKE Pool Table, Monarch cushions; used but two seasons at a private club; in A1 condition; everything about table complete, balls, cues, bridges, racks, &c. Best offer takes it. A. L. BERRY, No. 631 Hamilton st., Allentown, Pa.

MUST BE SOLD! 52-inch Victor Bicycle; nickel finish; A1 condition. Price \$75. Address Lock Box 50, Wappingers Falls, N. Y.

FOR SALE—56-inch Columbia; as good as new; at a bargain. Call or address No. 105 Magazine st., Cambridgeport, Mass.

NOTICE.

The number drawing the \$10 Cyclometer, given as a prize by J. C. Travis, manufacturer of the Ross Improved Detachable Luggage Carrier, is 180. Number drawing the \$5 Cyclometer is 175. The parties holding these numbers please forward their names to the manufacturer, stating the make desired.

J. C. TRAVIS, Mfr., 15 2d Street, Albany, N. Y.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, \$2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Disclosed the manner of their setting out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, \$1.60, post paid.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

RACING MEN.

DON'T FAIL TO ENTER THESE EVENTS.
GRAND FALL TOURNAMENT

—OF THE—

Berkeley Athletic Club,

TO BE HELD AT

Morris Dock, New York City,

—ON—

SATURDAY, October 27, 1888, at 2.30 P. M.

Programme:

- 1 Mile Bicycle, Novice.
- 1 Mile Tricycle Handicap.
- 1 Mile Bicycle, Interscholastic, open to pupils in New York City private schools; to be won twice.
- 1 Mile Bicycle Handicap, Columbia Cup.
- 2 Mile Bicycle, Handicap.
- 1 Mile Rover Type Bicycle, Scratch.
- 1-2 Mile Bicycle, Scratch.
- 1 Mile Consolation, Handicap.
- 2 Mile Bicycle, Intercollegiate; open to students in colleges.

Valuable Prizes to First, Second and Third in each event.

Entrances Fee, 50 cents each event. Close October 22d, with F. P. Trial, P. O. Box 444, or G. R. Bidwell, 313 West 58th street, New York.

The track is a new quarter mile path, built especially for fast time. The grounds can be reached by New York and Northern Railroad, or N. Y. C. and H. R. R. Both roads will run special trains direct to grounds on day of races. Fare, round trip and including admission to grounds, seventy cents. Admission, fifty cents. All Bicyclists on wheels admitted Free.

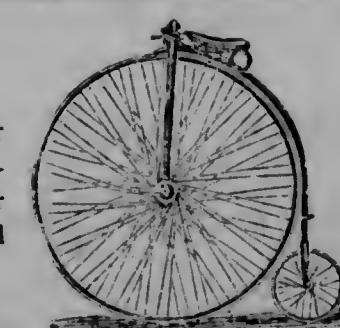
THE STRONGEST KNOWN
Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the Cyclist does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmer and C. W. Nairn. \$2.50 per year, including postage.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

Buy no more Ready-made Clothing. Send 6c. for Fall and Winter samples, make selection, take your measure by our simple rules, and order our Celebrated \$3 Custom-Made Pants.

Pants,	Suits,
\$3.00	\$13.25
to	to
\$8.00.	\$30.00.
Coats,	Overcoats,
\$8.00	\$12.00
to	to
\$20.00.	\$30.00.

Tailor made Garments for the Ladies on the same basis of popular prices. Send for samples, rules for measuring and fashion plate of Jackets, Ulsters, &c., \$3.00 and upwards.

BAY STATE PANTS CO., Custom Clothiers,
34 Hawley St., Boston, Mass.

American Bicycle Check.
HANDSOMELY NICKEL FINISHED.

Durable.
Convenient.
Effective.
Neat.

BEST PADLOCK MADE.
MADE BY
AMERICAN RAILWAY EQUIPMENT CO., LIMITED,
45 Broadway, New York.

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THE DURESS
MAY BE
ENGRAVED HERE

Secure.
Strong.
Simple.
Superior.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.



WE * STILL * HOLD * OUR * OWN.

Moderate Prices, Good Quality, Hill Climbing, Safety and Speed are features of merit which are sure to lead.

RECORDS FOR 1888.

L. A. W. Meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one mile safety, and one mile team race. Toronto, Canada, three mile road wheel, and one mile safety race. Rochester, N. Y., one mile, open to all, track record, 2.44 1-2; three mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half mile on record; also, two mile, 6.45 class.

J. R. Weld, of Medina, writes:

A.T. "In a club of twenty 18 ride Springfield Roadsters, and still we want more."

Remember Our Hill Climbing Records.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley, E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prouts Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park Street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in succession. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounded is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park Street Hills, and oblige?—Ed. BICYCLING WORLD.]

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all around road wheel. Catalogue free.

JOHN P. LOVELL ARMS CO., Sole New England Agents, 147 Washington Street.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass

THROUGHOUT THE YEAR

THE NEW MAIL

Has Been Right at the Front!

ON THE ROAD AND AT ALL MEETS AND TOURNAMENTS

Has won many races, and we believe No ROADSTER has ever been brought out which has had a more flattering reception by wheelmen. We have had no professionals in our employ to win races (as is a common practice), but the NEW MAIL has won its share of leading events. Here are the reports of past week:

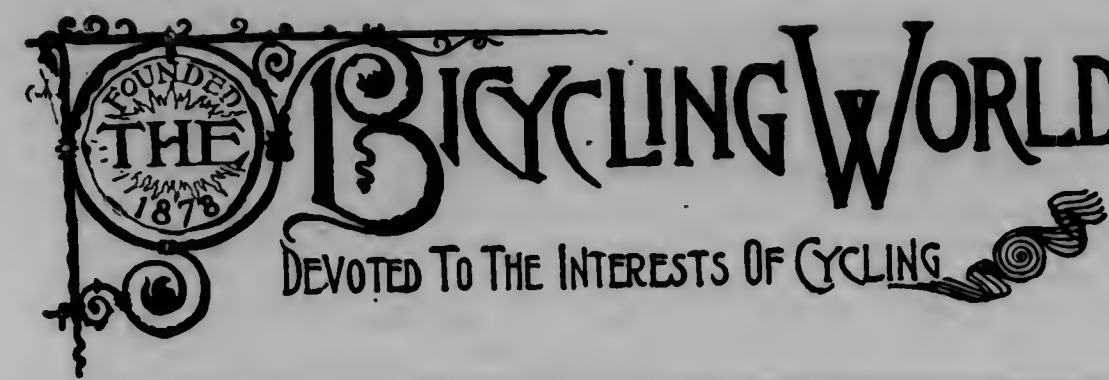
At New Orleans Tournament the New Mail won the Southern Championship, the New Mail won the State Championship, the New Mail won the N. O. Club Championship, the New Mail won the 2 1-2 mile race.

And at the Penna. Tournament the New Mail won 3 out of 4 first prizes.

The NEW MAIL is first-class, and it has Trigwell's Ball Head.

Send 6 cents in stamps and get a fine photograph.

WM. READ & SONS, - - 107 Washington Street, Boston.



Published Every Friday

THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 12 OCTOBER, 1888.

BY winning the two out of three match races, W. A. Rowe has established his title to the championship of the world. The races just run, the account of which appears in another column, have been satisfactory in that both men were in the pink of condition, and the races were run in a fair, sportsmanlike manner. We understand that Rowe will now retire from the track, if he does, he has made a fitting finale to an honorable career as a professional racing man.

An article in *Bicycling News* of Sept. 29, under the head of "A Trip to Denmark," describes how the Danish ladies, at the bicycle race meeting lately held at Copenhagen, bet their money in true sportsmanlike manner on the results of the races. This feature was of course a peculiar one to English and American eyes, but the Danes did not seem to look on it as anything extraordinary. Public sentiment in this country would have to take a good shaking up before it would accept open gambling by ladies as a feature of cycle racing.

WHY should the foreign professionals growl? One thousand dollars and over is fair pay for a four weeks' jaunt, and we therefore cannot understand their bitter dissatisfaction as expressed in the English cycling papers just at hand. If the feeling of disgust is caused by the fact that every dollar of the prize money did not find its way into their pockets then we can only lay the disappointment to the peculiar Anglo-Saxon desire to own the whole wide earth. The track was wretched, but the pros. got the money they won and what more could they ask? Certainly the results may not have been as they could have wished, but whatever the conditions of track were, they were equally bad for every man. There is no

reason why the English papers should speak of the races from our visitors' standpoint as a "frost," a "fizzle," and this country as the "land of gas and bunkum." None regret more than ourselves that the water played havoc with the foreigners, certainly that trouble could not be laid at the door of Manager Ducker.

Morgan, who went personally responsible and advanced the expenses of Dubois and Lees, did all he could for the visitors' comfort, and received no recompense whatever from any source. The visitors were not charged entrance money and won over a thousand dollars, while others, who won comparatively nothing, were charged full entrance fees.

POSTPONEMENT.

The Berkeley Athletic Club, on account of rain, which prevented the track being finished in time, has been postponed to October 27. The full list of events will be found in our advertising columns. The prizes have already been selected, and are very costly and beautiful. There will be gold and silver watches, stop watches, diamond rings, and other valuable articles of jewelry offered to first, second and third in each event. A number of prominent amateurs have already entered. Racing wheels may be used in all events, and safeties may be used in the regular open events.

THE NORTH SHORE LADIES' TOUR.

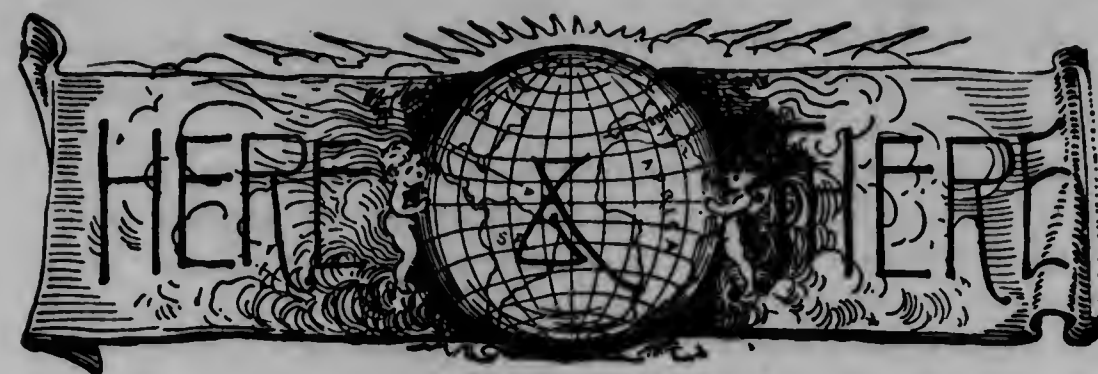
The annual Ladies' North Shore Tour has been brought to a successful ending, and the members of the party are already planning for the tour of 1889, the itinerary of which will probably be along the South Shore. The rendezvous at Wolfe's Tavern was reached by the following members of the party on Wednesday evening last: Mr. and Mrs. Charles Hopkins, Dr. and Mrs. W. Southwell, Mr. and Mrs. Abbott Bassett, Mr. and Mrs. W. W. Stall, Mr. and Mrs. G. W. Smith, the Misses Maggie and Jennie Kirkwood, Mr. and Mrs. Elliott Mason, H. M. Tarr, Mr. and Mrs. William Hale, Mr. and Mrs. G. J. McArthur.

The evening was pleasantly spent in song and recitation, and then beds were sought and rest taken in anticipation of a long day on the road. Breakfast dispatched, the order to mount was given, and the route to Essex Woods, where an excellent lunch, provided by the proprietor, was discussed. During the morning the party was joined by C. R. Dodge and C. T. Chapman, riding a Traveller tandem. When first seen Messrs. Dodge and Chapman were wildly careering down a steep hill. The joy of the tandem was evidently extreme and extreme means were requisite to indicate that joy. Mr. Dodge was seen to shoot up in the air, turn over and come down into a posture suggestive of an Eastern salaam, while Mr. Chapman was so overcome that he lay down and the tricycle perched peacefully on his chest. That the tourists appreciated the exuberance of feeling that prompted such a display, goes without saying.

The trip from the Woods to Gloucester was without incident. Mr. Dodge was particular to impress each of the party "confidentially," that the gyrations and genuflections of the morning were not what might be vulgarly a "header," but were well timed and intentional to the last degree. Gloucester and supper and then music and literary exercises by Mrs. Hopkins, Mrs. Mason, Mrs. Linnell, Miss Fay Davis and Mrs. Dr. Southwell. Abbot Bassett presided, and held the gavel, restraining the hilarity, when in his estimation it became too hilarious.

A good night's rest and a good breakfast next morning, and then all aboard for Cape Ann. *Ohne hast* in all its force was the watchword on this day, and the whole day was used up in travelling the circuit of sixteen miles. The dinner at the Linwood gave way to a jolly picnic, a great improvement on the more formal meal. All the sights of the Cape were enjoyed, and then back to Gloucester, a good dinner at the Pavilion and another night of jollification.

Saturday broke dull and threatening, but the tourists were not to be scared by black clouds and a spatter of rain, and so Willow Cottage, Magnolia, was headed for and reached in due time without much rain. Rafe's Chasm and Norman's Woe were visited, and then, though the rain was coming faster, the party went for Salem. During this part of the trip the order was given to "go as you please," those, therefore, that had the desire and capacity to scorch got to the Essex House, Salem, as fast as they could, not before, however, they were wet to the skin. The "ambulance" had dry clothes aboard, and so the riders rather enjoyed the ducking. It was a pretty hard ride from Magnolia to Salem, and had not the riders taken to sidewalks they would have been "mired." It rained in torrents next morning, and so the party dispersed and got back to their respective homes via railroad; Mr. Mason and wife, however, staid over and visited Marblehead on Tuesday.



NEW YORK.

"HAWKSHAW."

THE six-day race on road-scullyer tricycles began at Madison Square Garden, at 12 midnight, on Sunday. The promoters of the affair are the manufacturers of the wheel, and they secured the entry of almost all of the prominent professional oarsmen in the race. The managers advertise \$10,000 as the amount to be divided between the contestants, who are to compete ten hours daily. Among other statements is one that meets with much distrust on the part of wheelmen, and that is that the road-scullyer can be driven at the rate of twenty miles an hour upon an ordinary road. Speaking of a rowing tricycle reminds me that one would naturally expect from his name, that Rowe would ride one of these wheels.

A BACKWARD spring often saves an early fall.

IT is a wise man who knows his own portrait when it is printed in a wheel paper.

THE fashionable fall colors for wheelmen will be black and blue, that is if they fall hard enough.

GLORY comes often times in peculiar forms. Tom Stevens, famous from his cycling performances, has had a race horse named after him.

A DOZEN or more of the Citizens' Club left Saturday for Milford, Pa., for a week's outing a-wheel over the famous Milford and Pike County roads.

THE New York Athletic Club will probably have Windle ride under their colors in the near future. I understand that the overtures came from the Windle end of the line.

I HAVE a new English joke for you. Why does Rowe remind you of the screw of the Umbria? Give it up! Of course you do, every body always does in trying to find the point of an English joke. Well, the answer is that Rowe is a wheel propeller, and the screw is a propeller wheel. See! Funny, is it?

I AM informed that Wanmaker, not satisfied with the trade he has secured from wheelmen through manufacturing the L. A. W. uniform, has made a bid for their further patronage in a new direction. When the bids were opened for the furnishing of the new club house of the New York Bicycle Club it was found that Wanmaker was considerably below any of the others, and the contract was awarded to him. He furnishes the house complete from the basement to the roof, with everything from the billiard tables to the table linen. This hint may be of value to future House Committees.

MR. GEORGE M. NESBIT, of the New York Club, thinking that a "demon" would be an appropriate mount for a record "fiend," ordered one of those wheels from England and placed his Rudge upon the market for sale. On Sunday Mr. William Coyne, Jr., purchased it and went for a trial spin upon his new purchase. When opposite Ninety-first street, on the East drive, Central park, he collided with a road wagon driven by Mr. Duche. When the dust of the conflict had cleared away Mr. Coyne was found with a broken leg and sundry bruises, amid the wreck of his wheel. He was at once taken in an ambulance to the Presbyterian Hospital, where he now lays, the holder of the record of being the sufferer from the first and only accident to a wheelman since their admission to the park. It is only fair to say that the driver in the above accident was entirely in the wrong. The witnesses of the accident, unsolicited by or unknown to Mr. Coyne, sent their names to the Park Commissioners censuring the driver's action. Mr. Coyne will probably sue for damages, not being a L. A. W. member, however, Chief Consul Bidwell will not take any action.

A PECULIAR case came up in the city courts the other day. It appears that Ira B. Stewart and Alfred Mitchell were both lawyers in a down town office. Mr. Stewart entered cycling, purchasing for his riding a 30-inch ordinary. A few headers convinced him that

cycling and he were not congenial, so he offered to sell his friend Mitchell the wheel for \$90 cash. Mr. Mitchell didn't have that amount about him, but he offered to trade goats for it. "All right," said Stewart, "bring on your goats." "Where and when do you want them delivered?" meekly murmured Mitchell. "Oh any time you bring them here will do," answered Stewart, laughing to himself over his joke. The next morning four men, each bearing a sack, came into the office and laid their burdens in front of Mr. Stewart and then departed. Each sack was found to contain a fully developed goat, and the result can be imagined. "Take them away or I will call an officer," angrily demanded Mr. Stewart. "Oh no," blandly responded Mr. Mitchell, "I have fulfilled my part of the contract and I want the bicycle." Mr. Stewart couldn't see it, hence the suit, and the appearance of this amusing case before the public.

PITTSBURG and VICINITY.

"DUQUESNE."

THERE has been quite a good sized kick on the Forbes street course over which the Banker brothers made some good time on a tandem, and an individual signing himself "Reclus" avers that a large portion (I think two-thirds) of the route can be coasted; now I want to say right here that that is not true, and in my humble opinion the course would be three or four seconds faster if it were level; as it is now, the start is made on a sharp rise and two other grades must be climbed before the mile is completed, the only advantage on grades is that the down grades, being more gradual, last longer.

F. G. LENZ left on the 7th for Chicago and will be back Monday next. His mileage for the week will approximate 500 miles.

JNO. A. WELLS wrote a letter to the Murder Lane Hill-climbing Committee setting a date for his attack on the "Lane," adding that he would attempt it every day thereafter until he succeeded in climbing the hill. He tried twice but never got on to the steepest part of the hill. He wouldn't have been awarded the medal anyway, as 48-inch gear with 7 3/8 cranks don't go out here as an ordinary road machine. He then tackled the Irwin's Hill record of twice without a dismount, and made it three times. He tried the fourth time, but failed. He then went to Sycamore street and rode about half of the hill, going some 310 feet above the record. We have men who can easily beat his Sycamore street record, and it only stands because they have not gone for it. A. C. Banker took his safety, geared to 54 inches, and put 8 1/4-inch cranks on it, which made it the exact equivalent of Wells' wheel, and tackled Irwin's Hill; result, nine times without a dismount. Mr. Wells is a quiet, affable gentleman; he does not blow, neither does he run down our hills. He climbs nicely, but his riding was not the revelation we expected. There is considerable discussion out here about his cranks, which are partially quartered. Is that an advantage, Mr. Editor, or is it not? Mr. Wells gives our hills a good send-off; says they are the toughest he ever saw; never had trouble keeping his front wheel down before. He was not in the best of condition when he got here, as he had been riding but little for some time before he arrived.

PORKOPOLIS NOTES.

"STAR."

THE origin of the idea embodied in the rear-driving safety is by no means so recent as some would have us believe, for in the writings of Confucius, who was born in the year 551 B. C., is a description of a machine very similar to those now in use, the model of which was destroyed and the inventor imprisoned because the reigning Emperor considered it too great an innovation for that conservative age. And again, in the lately discovered tomb of the Pharaoh that oppressed the Jews, there is said to be a hieroglyphic representing a safety machine with spade handles. And further, in the recently translated "Kalevala"—An old Finnish poem—occur the following lines:

"Sailing through the azure vapors,
Sailing through the dusk of evening,
Sailing to the fiery sunset,
Was the ancient Wainamöinen;
On a wheel both strong and graceful,
Made of steel and India rubber,
Made with balls in every bearing,
Sail'd the ancient Wainamöinen."

WONDER where Trumbauer got that watch.

THE Highland Bicycle Club of Wyoming, O., and vicinity is booming. It now has twenty-seven members.

DR. GREEN, who has worn out two cyclometers this season, claims to have ridden over 3500 miles since the first of January.

IF "Toot" High's patent chorus—adjustable to any tune—could only be photographed and preserved, what a treat it would be to future generations.

TOM SCHULTZ who has returned from his vacation, spent in Chicago, says it was quite a novelty to ride on roads where there were no grades to coast up.

MR. WM. MILLER tells of a so-called glass snake that he saw in the West, which, when hit with a switch, would fall into several pieces that were said to reunite before many hours, but he neglects to state the number of glasses required.

THE fifteen Chicago wheelmen that were to have accompanied the Kenton Club to Miamitown are said to have weakened at the sight of those hills, which they called mountains, and returned to the city to hold down the granite and asphalt streets.

THE "Duke" is with us again, having returned from his Southern tour on account of the yellow fever scare. He tells some hair-raising stories concerning his experience with the shot-gun quarantines at various points, and dwells particularly on the hardship of a twenty-four-hour compulsory fast.

ON Sunday, Sept. 30, the Cincinnati Bicycle Club, with several invited guests, made their annual run to Miamitown, O. The day, barring a strong head wind, was all that could be desired, and the journey, enlivened by humorous flashes from Tom Wayne and songs by Marqua, was enjoyed by all. On arriving at their destination they met fourteen of the Kenton Club, who had preceded them and who were particularly interested in the process of milking that wonderful cow. The songs were sung, the dinner eaten, the stories told and the usual number of fantastic pictures taken. Among the incidents that will long be remembered was the masterly manner in which Captain Galway and Secretary Miller waited on the table and collected their tips. The annual election, held on the next evening, resulted as follows: President, H. W. Longley; Secretary, Dr. Wm. D. Kempton; Treasurer, M. A. High; Captain, C. M. Galway; First Lieutenant, T. H. Schultz; Second Lieutenant, Wm. A. Miller; three additional members of the Club Committee, A. A. Bennett, Arnold Wilhelm, J. R. Pigman, Jr. The club, with several applications for membership and the expectation of being in their new club house by the first of next June, enters on the ninth year of its existence with flattering prospects.

BUFFALO.

"ALI BABA."

A BEARD is an essential thing, and the young man who supports it for the first time struts about with that same feeling of superiority as he does when for the first time he wears pantaloons. I am amazed as I look about and see the many new crops coming forth, some thirty, some eighty and some a hundred fold. And why this sudden craze? Are we to be deluged with benedicts? In Rhea's charming Beatrice, one is almost filled with envy when she says: "He that hath a beard is more than a youth, and he that hath no beard is less than a man; and he that is more than a youth is not for me, and he that is less than a man—I am not for him." The fair sex do adore a luxurious mustache and they do admire a reasonable beard, but I fear that in some cases it will be, in truth, "much ado about nothing." And one sees many of these same bearded fellows in our gymnasium. Evidently they intend to see to it that they have the proper muscle for the future crusade against mischievous sons.

THE above item on beards recalls what one of the Buffalo members had to say a short time ago about his first experience. The growth was about a month old, he had occasion to wait on the street corner for a car, when presently he was accosted by a tramp, "say, pard, give us the cue for some cheap grub." He didn't wait for that car but rushed to his barber, came forth and walked home to a late dinner a beardless fellow.

THE large group picture of the State Division meet here, by Hall, is the finest and most distinct ever taken, and he deserves great credit for his work. It is a picture worthy of a place in any club house; and Mr. Rummell's souvenir etchings are distinct works of art. Both of these gentlemen are members of the Buffalo Club, and have presented it with the above pictures.

THE Ladies' Wheel Club held their monthly meeting at the Buffalo Bicycle Club House a week ago Monday. From present indications it will soon be one of the most prosperous in the country.

WE learn that Mr. H. E. Ducker intends shortly to make Boston his home.

OWING to the large membership of the Buffalo Bicycle Club the question of having polls open from 4 till 9 P. M., on the day of the annual election of officers, was discussed and favorably acted upon. This is a step in the right direction, and it will insure a spirited contest between the candidates.

KANSAS CITY.

"MENTOR."

THE bicycle tournament is a thing of the past, and the resident wheelman is exceedingly glad. They have given to it, unsparingly, their leisure time and surplus cash. The difficulties they had to contend with will never be known to the outside wheel world. At a late date they were compelled to assume the responsibility of the tournament, the Exposition having given up the project. The programmes had been mailed, entries had been received, and arrangements consummated, but the United Wheelmen, with a membership of barely fifty, and with a constituency of about 200, determined to carry out the meet, in face of obstacles and difficulties that would have made older cycling communities and larger clubs give up in despair. But nothing daunted, the United Wheelmen went to work with a will and did everything in their power to make the meet a success. If they failed in a few things, the visitors should overlook it and ascribe it to the vast amount of work connected with the tournament. Kansas Cityans are a busy people, and it was impossible for a great number of wheelmen to get away from their business to entertain their visiting guests. The wheelmen of this city have never entertained a State Division before, but have gained lots of experience, and promise a better time next time.

BOB HOLM, Alex Lewis and E. B. Kibson were the sole representatives of the big special car delegation promised by the St. Louis Wheelmen.

D. B. THOMAS, of this city, leaves the latter part of next month for Argentine Republic, where he goes to win fame and fortune. He will go from here to England. He proposes selling his machine and purchasing an English wheel.

INFORMATION has been received here that Lee Patrick, of Ottawa, Kan., Captain of the Ottawa Wheelmen, rode 111 1/2 miles in 11 hours and 20 minutes, including stops. In this portion of the country that is considered a good ride.

A COMMITTEE of the United Wheelmen is out skirmishing for more available quarters. The present apartments are not as desirable as it was expected they would prove. The committee is looking for a whole house. A building contractor has submitted a proposition to build a club house if ten per cent. on his investment in rent is guaranteed him, but as the lot where he proposes building is worth \$600 a front foot the rent would be too high. It is likely a club house will be built where property is cheaper.

THE United Wheelmen will prepare a letter to the Kansas City Cable Co., requesting that the company construct a four-lap bicycle track in Troost Park, a private piece of property leased by the cable company for the use of its patrons. The park is located near Troost avenue, on top of the hill, commanding a magnificent view of the country for miles around. The park is a lovely place, with fine walks, shady dells, rustic bridges, mineral springs, tennis grounds, dancing pavilion, large lake, boats, etc. It is thought the cable company will put in the track, which will be used for athletic exhibitions as well as cycle races. If a track is constructed tournaments will be given next year quite often. The wheelmen here are elated at the prospect of a good track.

NELSON T. HAYNES, Kansas City's representative racer, was unfortunate during the tournament. He went into the races without any track training whatever, having no place to train here. True, Waldo Park, eight miles distant from town, was available, but his duties were such that he was obliged to be in the city during the evening, and the transportation facilities were not of the best. On the last day he was out of shape and did not race, he, however, made a better showing than was expected. He had to race in company with three St. Louis flyers, who believed in "anything to beat Kansas City," and resorted to every race meet trick known in which to win the races. The St. Louis boys were in for themselves, individually, which was right, and for each other collectively, which is questionable. However, with as good training as had any of the St. Louis racers, Haynes can beat any of them, barring Percy Stone, and next year it will be done, if the opportunity offers.

NEWS

AND COMMENT.

We are glad to announce that McCombie, the unfortunate rider who was so dangerously injured by a fall in the Eastern Road Club races two weeks ago, is now improving, and hopes of his recovery are entertained. The Dorchester Club, of which Mr. McCombie is a member, made up a purse of \$50 and presented it to the family of the unfortunate man.

Up to the hour of going to press Gaudaur led by six miles in the road sculling race in New York.

The Berkeley Athletic Club's tournament at Morris' Dock, Saturday, Oct. 27th, and not on the 30th, as we printed it last issue.

The York County Wheelmen, of Saco, Me., propose to inaugurate a series of six fortnightly assemblies during the coming winter season.

REMEMBER the date, Oct. 27, Berkeley Athletic Association, Morris Dock, New York. For entry blanks address F. P. Prial, editor *Wheel*, Box 444, New York, or to Geo. R. Bidwell, 313 West 58th street, New York.

ERRATA. In our report of the Nashville road race in last week's issue we reported Hamley, third man, as riding a New Mail. This was an error. Mr. Hamley rode a Victor, thus giving first, second and third to the Overman wheel.

AN enterprising darkey in Washington has started a cycle cab. It is described as looking like a light barouche with the top off. His charges are moderate, being only one cent a square. It is further stated that the venture is likely to be a paying one for the owner, who is also the rider.

THE Vermont Wheel Club, of Brattleboro', Vermont, are about "half and half" Repubs and Dems. In case Cleveland gets a second term the Repub members must set up the supper, but in case Harrison gets the majority then the followers of the rotund New Yorker must pay for the feed.

IN view of the fact that McCombie, of the Dorchester Club, has been incapacitated from riding by his fearful accident, the members of the Cambridgeport Club will agree to ride off the tie of the Eastern Road Club race with two men each. The date of the run off will probably be about the 18th.

IT took half a column of the Springfield *Union* to say that the Springfield Club would have nothing to do with the Rowe-Temple race to be held in that city next Saturday. This club further states that "they do not care to give the influence of their name towards filling the coffers of the Hampden Park Association."

WE acknowledge with great pleasure cards announcing the marriage of Mr. E. J. Shriver, of New York, to Miss Elizabeth Smith, of Baltimore, Md. The ceremony will take place at St. Michael and All Angels Church, Baltimore, Wednesday evening, Oct. 17, at 6.30 o'clock. We extend our sincere congratulations.

ABJAH HILL, while going along the back road near Burley farm, Danvers, Mass., Saturday morning, found a bicycle lying on the side of the road in the bushes and water. The machine proved to be the property of Chester Porter, son of J. F. Porter, and had been stolen from the piazza of the latter's house the night previous.

THE business men of Chicago who own wheels are particularly fortunate now that the horse cars are entirely locked up. This suggests that it might be a good idea for more young business men to own wheels and learn to ride them if for no other purpose than such an emergency. The wheelman is sure to get there, blockade or no blockade.

Two cycling and very pleasant editions of the "Flying Dutchman" appear at Stapleton, N. Y., in the form of two very pretty and graceful feminine bicycle riders. They appear on the streets laughing and paralyzing the public by their grace and beauty, and then they disappear. All the efforts of the newspaper scribe to discover their identity or where they hail from has been of no avail.

CAPTAIN DR. W. G. KENDALL wrote "Senator" Morgan that the Boston Bicycle Club would attend the Rowe-Temple race in a Tally-ho six-in-hand, and bring the club steward, horn-blower, and all, on Saturday. It is needless to say that the "Senator" appreciated the compliment tendered the distinguished riders, as well as himself, but "Old Prob." knocked the genial doctor's calculations out, and the tally-ho was not heard in the streets of Lynn.

A CURIOUS and painful accident happened to Geo. Edison and a boy named Estes, of Lynn, last week. Edison was riding his tri-cycle on Fayette street, when he saw a crowd of schoolboys and called to them to clear the track. The lad Estes, who was walking

backward, failed to hear the admonition and was knocked down and run over. The rider was thrown a distance of ten feet and injured his side and hand. The boy had the top of one of his ears badly cut by the wheel of the machine.

FOR the time being the scheme of a bicycle path from New Haven to New York has been abandoned. Mr. Fisher writes: "I would say in regard to the scheme for a cinder path from here to New York, the idea is dropped for the present, I guess, as far as I am concerned, as I have changed my business, so I have no time to devote to it. I still think it feasible, and have been trying to interest other parties to go on with the work. There is no doubt but that money enough could be raised, as we got \$1000 on our list in a month's time, and if work on it was kept up it could be accomplished, without doubt, but it takes more time than I can devote to it without neglecting my business. I wish you would publish an appeal for some one to go ahead with the scheme. I have the subscription list which I should be pleased to hand over to any one who would undertake to continue it."

MISS PAULINE HALL AS A CYCLIST.

To describe Miss Hall as a cyclist, and not as a bright, particular star in the constellation of lyric artists, is the object of this article, and it is one which we know will prove of interest and value to our many readers.

In compliance with the permission of Miss Hall we waited on that lady in her apartments at the Thorndike one day last week, and were courteously received by the cantatrice. We wish we could describe the toilet of the lady for the benefit of our feminine readers but alas we are masculine, and can only say that the effect was dainty, and we have a general impression of salmon tints and soft, mellow hued laces.

"How did you come to take to cycling, Miss Hall?" we asked, after the accustomed amenities had been exchanged.

Miss Hall replied: "I always had a longing to be able to ride a bicycle, and on being chaffed by some of my friends, I determined to 'ride or die.' The upshot was that I went to Mr. Bidwell in New York, and," continued Miss Hall, with evident glee, "I managed to ride the machine the very first time I tried it. I have always been fond of horseback riding, and by my friends I am called a good horsewoman. The confidence obtained in equestrian exercise stood by me in good stead in my efforts to ride a bicycle, as both require good nerve, strength and quickness."

I did not find it difficult to learn to ride, but the mounting was what caused me manifold bruises and thumps of both body and pride, but I stuck to it, and now the art is mine. I was an out-and-out horsewoman, but since learning to ride the bicycle I am an enthusiastic cyclist, and prefer that combination of steel and rubber (pointing to her wheel) "than any horse I ever rode. I never have been so well as since I learned to ride; the exercise keeps my flesh hard and good in color, it improves my lung power wonderfully. A good ride never fails to drive away the cobwebs and the headache from an over-strained brain. After a spin I can return to my work with renewed vigor. My first ride on the road was for a distance of fifteen miles, and my longest ride was thirty miles. It is my intention to take the trip from New York to Philadelphia before the snow flies."

We then asked Miss Hall if she could give us any points as to what was a good dress for lady riders. At our request she produced the suit she wears while riding. The material is of some soft woolen fabric of a pretty slate color.

Miss Hall said: "I have experimented considerably, and this is the best thing I have yet devised. The skirt is cut fairly full; the length is about ankle high, and it is cut square, that is, the same length all the way round, the only trimming is, as you see, narrow silver braid at the bottom of skirt and on the bodice. The skirt is lined with red flannel, and by this method I dispense with the customary loose skirts that so impede the necessary freedom of the limbs so essential in cycle riding. The bodice is cut so that it is an easy fit; the collar is large and turns down somewhat after the sailor style, under this a silk handkerchief is loosely knotted. The sleeves are cut with plenty of room, and the cuffs turn back about three inches. A very little drapery is used at the back, just enough to break the very plain effect at the juncture of skirt and bodice."

We do not claim to be an embryotic Worth, but by applying the rule of common sense to the matter we at once grasped the good points of Miss Hall's riding suit. To us it seemed to embody the three requisites—comfort, quietness and beauty.

"I invariably wear woolen hose," continued the lady, "and my shoes are canvas, with low heels and rubber soles."

In the matter as to form of riding, Miss Hall thus expressed herself and her words are worth remembering: "I was taught to sit erect with my saddle placed so that I am well over my work, and

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when the pedal is at its lowest point my leg is extended with the heel slightly raised, and my foot is kept parallel with the frame. My handle bar is placed so that my arms are almost straight."

Miss Hall rides a Royal Salvo safety wheel specially built for ladies' use. It is kept in the very pink of condition, and when not in use she keeps it in her parlor. It was there when we called on her, and it reposed peacefully in the corner close to her open piano.

After the practical and utilitarian had been exhausted we drifted into the subject of the pleasures of cycling. Miss Hall expressed regret that the weather had been such as to preclude the possibility of trying our suburban roads during the past two weeks. With the return of good weather and passable roads we hope Miss Hall will have such an experience on our beautiful highways that she will regret when she has to leave the city of culchaw and beans.

MR. DUCKER REPLIES TO THE "SENATOR"

Editor *Bicycling World*: I regret to see so much in the papers regarding the defeat of Temple at Buffalo, and the manner in which he and his manager, Senator Morgan, endeavored to explain why it was that Temple did not beat Rowe at Buffalo. With your permission, I therefore desire to present a few facts regarding the case, in the hope that the public at large may have the truth in the matter. Why so many lies need to be told to explain away a defeat, is known only to a few. I care not what they say about Buffalo. My only desire is to show that the judges acted fairly and squarely, and that in Morgan's and Temple's endeavor to explain away a fair defeat, they have got to keep the truth on their side. In the issue of the *World* of the 21st. of September, Morgan says that none of the judges had sufficient training to act as a judge. Now let us see how far this is correct: As Geo. R. Bidwell has for the past four years been acting as a judge and referee, nothing can be said of that man's ability. 2nd. The same can be said of W. S. Bull of Buffalo. 3rd. Mr. Chas. A. Payne, who is manager of the largest and most successful athletic association in Canada, certainly cannot be accused of not being posted. Senator Morgan does not deny that Corey was perfectly competent to act as a judge. So here we have four men who are thoroughly posted, by actual experience, in all that pertains to athletic and cycling competitions. As for Mr. Luscomb, I cannot say as to his experience, but as a man with as much common sense as he is credited with, and being a lawyer interested in League politics and cycling generally, I don't see how his decision can be questioned. In my opinion no better set of officials can be got together. Now as to Referee Merrill: Senator

Morgan's published econiums on him in the past, is sufficient testimony as to his ability. That Referee Merrill had the backbone not to be bulldozed by the racing men was a trait greatly to be admired, and one which other referees will do well to follow. The decision in the Temple case was reached by every man on the track, before Rowe had got back to lodge his protest. And when Temple and Rowe had got back to the tape the officials were half way down the track, investigating the foul. The meeting in the evening was held just to give Temple a chance to gather testimony in his behalf, and to be sure that the decision given was a just one. Temple says that both of the umpires said that Rowe did not lap Temple. This statement is false, and every one will testify that one of the umpires said, and no amount of talk could shake him, that Rowe did lap Temple coming around the turn. The other one, who was further down the track, said that Temple had Rowe beat. This is absurd, and no man living could tell in as close a field as that was, 150 yards from the finish, who would be the winner. This is too absurd on the face of it, for any sane man to believe. Instead of being robbed of the race, as Temple says he is, the truth is he only got what he deserved.

I had not intended to go into this controversy over the matter at all, but when Morgan and Temple attack the honesty and integrity of the officials of the Buffalo tournament, and of men who are head and shoulders above them, and whose integrity has never been questioned, it is then that I rise to object. HENRY E. DUCKER.

DEATH OF J. F. MIDGELEY.

CLOSE on the heels of the news of the illness of Mr. Midgeley came the startling intelligence of the death of this popular and promising young man. It seems that at Hartford he complained of feeling unwell, and before the close of the meeting he went home, and was at once taken down with typhoid fever. On Friday afternoon news was received in Boston that the doctors had every hope of being able to pull the sick man through, but that the crisis would be reached that night. The sanguine hopes of the physicians were not realized, and at 11.30 P. M. Friday, Oct. 5th, J. Fred Midgeley passed away.

We heard the news first when on the Lynn track last Saturday and on every hand was heard expressions of sorrow.

Mr. Midgeley was born in Worcester, and was in his 23d year. He was a splendid specimen of sturdy manhood. Popular with all with whom he was brought in contact, his death will be seriously felt and deeply mourned.

SOME LETTERS ABOUT "CLUB" CYCLES.

96 1-2 Summer St., Boston, Mass., Sept. 25, 1888.

The Coventry Machinists' Co., Ld.:

Gents—I think the Marlboro' Tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new.

Yours,

W. H. RUSSELL.

26 Purchase St., New Bedford, Mass.

Coventry Machinists' Co., Ld.:

Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion; all recognizing its superiority. Its popularity here is an assured fact

Respectfully yours,

W. J. MILLS.

Mechanics and Traders Insurance Co.,
14 Carondelet St., New Orleans, La., Aug. 29, 1888. }

The Coventry Machinists' Co., Ld., Boston, Mass.:

Dear Sirs—Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid; the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism.

Yours truly,

W. H. RENAND, JR.

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Correspondence solicited.

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GREAT HILL CLIMBING.

FRED GRAVES, an employe of the Smith & Wesson Co., of Springfield, climbed Union Street Hill in that city fifty times without a dismount. His time was 1h. 45m., and his mount a 48-inch Light Victor Roadster. The hill is short, being only 350 feet, with a rise of 1 in 8.7. The distance travelled by Graves in accomplishing his great feat is about 6 3/4 miles. Harradon's record, which was best, is 15 times, made last June.

WAKEFIELD BI. CLUB ROAD RACE.

Mud and rain did not deter the Wakefield (Mass.) Bi. Club from running its annual twenty-five mile race. The winner was F. H. Burrill, who covered the distance in 1h. 56m.; F. C. Patch, second, in 1h. 58m.; N. S. Rogers, third, in 2h. 6m. This is the second time that Burrill has won the championship medal. The prize for second place is a handsome cup, presented by the Pope Mfg. Co. The third prize is a nickel plated lamp, presented by Wm. Read & Sons. In the evening the club enjoyed a banquet at its club rooms. Captain Morton and President Gorrie, of the Middlesex Club, were guests of the Wakefields.

REMARKABLE CLIMBING.

ASA WINDLE has succeeded in climbing Stickney's Hill twice, his first successful ride having occurred about a week ago, and yesterday he succeeded in duplicating his former successful attempt. The hill, as is well known to local cyclists, has never before been climbed on a crank machine, the best hitherto record in that class of machine hardly exceeding fifty feet of the ascent. The hill is winding, about one thousand feet long, with an estimated average grade of one foot in every six or seven, and frequently the grade rises as high as one foot in four. Mr. Windle rode a Velocé Columbia geared to fifty-five inches, or three inches higher than the machines in regular stock are geared, and apparently rode the hill without difficulty, establishing for the Velocé Columbia the distinction of being the only machine ever ridden up the hill with the exception of the Springfield Roadster.

RECORD BREAKING IN ENGLAND.

ON Saturday, the 22 September, S. G. Whittaker on a Rudge Bicycleette, established the following world's safety record.

2	-	-	-	5 24 4-5	14	-	-	-	39 14
3	-	-	-	8 11 4-5	15	-	-	-	42 3 2-5
4	-	-	-	10 58 2-5	16	-	-	-	44 56 2-5
5	-	-	-	13 46	17	-	-	-	47 48 1-5
6	-	-	-	16 29 3-5	18	-	-	-	50 41
7	-	-	-	19 21	19	-	-	-	53 37 1-5
8	-	-	-	22 6 1-5	20	-	-	-	56 32
9	-	-	-	25 1	21	-	-	-	59 26
10	-	-	-	27 44 3-5	22	-	-	-	62 21
11	-	-	-	30 37	23	-	-	-	65 18 3-5
12	-	-	-	33 26	24	-	-	-	68 11 1-5
13	-	-	-	36 18	25	-	-	-	71 5 1-5

KANSAS CITY.

[In reply to a wire we got the following results of the first day's racing at Kansas City; the original and misssent copy not yet come to hand.—ED.]

FIRST DAY.—In consequence of the park owner flatly refusing to have the sod temporarily removed the track was not in the best of condition. Notwithstanding this fact the races were good, though fast time was impossible. The St. Louis men evidently had made up their mind to capture the cream of the prizes, and they made a very good imitation of so doing, as the following results will show:

One-mile Kansas State championship—J. Henley, first; H. M. Phelps, second. Time, 3:47 3/4.

One-mile hurdle race (three hurdles two feet high)—This race caused a good deal of amusement. Jno. M. Hodgen, first; J. A. De Tar, second. Time, 4:40 1-2.

Three-mile handicap—A very good race and very fair handicapping—Percy Stone, scratch, first; N. T. Haynes, 25 seconds, second; F. Mehlig, scratch, third. Time, 10:16. A very remarkable decision of the referee at first was, that Haynes had won the race because Stone had cut the track. In view of the fact that Haynes did not protest, and further that the St. Louis contingent made some pretty lively kicking, the referee reversed his decision and gave first place to Stone.

One-mile United Wheelmen championship—N. T. Haynes, first; R. B. Hall, second; H. C. Jones, third. The prize is a handsome cup.

Two-mile lap race—Three starters. Percy Stone, first; H. Gordon, second; F. Mehlig, third. Gordon took a bad header at the

"NEW YO-O-O-RK."

(Dedicated to Col. A. A. Pope.)

THE shades of night were falling fast,
As o'er the bounding deep there passed
A man, who leaning o'er the side
Of stately ship, in anguish, cried,
"New Yo-o-o-rk."

"Wherefore so sad? O, 'retched' man,
Why do you look so pale and wan?"
The sympathetic Captain cried.
With streaming eyes the man replied,
"New Yo-o-o-rk."

"Waste not thy grub, O, mortal rash,
It cost the good and honest cash.
Why feed it to that Finny crowd?"
Poor Pope replied, in accents loud,
"New Yo-o-o-rk."

"Why is your soul with anguish racked?
Why do that great contortion act?"
The victim leaned still further o'er
And answered, as he'd done before,
"New Yo-o-o-rk."

"Art thinking how you left behind
A host of dear ones, good and kind,
Upon your native Yankee sod?"
The victim only moaned, "O, God;
New Yo-o-o-rk."

"Do you not think," said maiden fair,
"The waves look lovely over there?"
How grand upon their crests to ride."
With fearful wrench, the man replied,
"New Yo-o-o-rk."

"And see the moon come peeping o'er
The ocean from a distant shore."
He answered, as he tried to drop
A half-digested mutton chop,
"New Yo-o-o-rk."

The passengers came crowding 'round,
Attracted by the retching sound.
"Art sick, my handsome friend?" said one.
"O, no, I'm doing this for fun;
New Yo-o-o-rk."

Far, far into the stilly night,
He stood and heaved with all his might,
And passengers, long since in bunk,
Would hear with each successive "plunk,"
"New Yo-o-o-rk."

And in the morn, at break of day,
Upon the vessel's deck there lay
A human skin, and nothing more,
The rest had gone amid the roar
Of angry waves and howling wind,
To feed the fishes far behind.
And none before, the people say,
So fully gave himself away
As he, when o'er the vessel's side
He strewed his inner man, and cried
"New Yo-o-o-rk."

CAPTAIN JACK CRAWFORD.

28 Hollis street, 4.30 P. M., July 27th.

THE FIFTY-MILE ROAD RECORD.

GODFREY R. WHITE of the North Road Club September 18, captured the fifty-mile road record in the splendid time of 2h. 57m. 47s. This is worlds record for that distance. White rode an ordinary weighing 29 pounds. The best previous, was that of L. G. Whittaker 2h. 59m. 50 3/4s.

end of the tenth lap, but as he did not hurt himself much he managed to mount and finish second. This was the final event of the day.

The Kansas City Club entertained the visitors at their club house on Central street. Music and refreshments helped to make the evening pass very pleasantly.

AMATEUR RACES AT LYNN.

PRECEDING the great race in the match series between Rowe and Temple at Lynn last Saturday two excellently contested and very exciting amateur events were run. The spectators were on the grounds for excitement. It was a responsive crowd, and the falling rain did not dampen their ardor one bit.

The first race was a one-mile handicap. Started, R. H. Davis, scratch; J. P. Clarke, 90 yards; P. J. Berlo, 100 yards; Mathews, 110 yards; Robson and Bergholtz, 140 yards. Davis rode a Swift racing safety. He cut out the pace in good shape, and was fast overhauling his field when his saddle came off and so he had to stop. In the meantime Clarke had caught up and passed all but Berlo, but on coming home the Dorchester man rushed away and won as he pleased. Time, 2:47 3-4.

Three-mile scratch—R. H. Davis, P. J. Berlo and J. P. Clarke. Davis, on his safety, made the pace for the whole distance. On the last lap on the back stretch he spurred and got quite a lead before Clarke could get under way. It was a close race on the sprint home, Davis winning by a few inches. Time, 9:41 3-4.

TERRE HAUTE (IND.) RACES.

THE Terre Haute Bicycle Club's Grand Tournament, that was to have been, came off Wednesday 3rd, and from the audience's point of view was a big success, but financially speaking, it was a dismal failure, a large political meeting at Paris, Ill. was one of the main causes of their non success, as it took several hundreds out of the city.

The first race, a one-mile club 3.30 class was called at 2.45 with the following starters: E. B. Parker, J. Stark, B. Cooper, A. Murphy and Theo. Frank. Parker set the pace for the first quarter but made it to hot and could not hold it, Cooper took the lead with Murphy and Stark close behind and Frank and Parker brought up the rear. This order was held until the sprint, Cooper crossed the tape 1st with Stark 2d, Murphy 3rd. Time, 3:17.

The next race, a one mile professional, had three starters, Crocker, Knapp and Neilson. This was a very pretty race, as all three men remained bunched all the way. Crocker finished first, Knapp second, and Neilson, third. The finish was close, about a foot and a half between each man. Time, 2:59 1-5.

There were three starters in the half mile hands off, E. Hulman, W. Ridenour and H. Prox. They started flying from scratch, and remained bunched, with Ridenour in the lead, until the stretch, when Hulman forged ahead, winning first honors, with Prox, second, Ridenour, third. Time, 1:54.

The next race, a half mile heat, two best in three, the main attraction of the day, was between Skinner Dick, a trotting horse, with a record for the mile of 2.45, and W. F. Knapp. The bicycle took the lead from the jump and held it, winning easily in 1.26 1-5. The track was sandy, making good time out of question.

The two mile professional brought out Knapp, Neilson and Crocker. This was the best race of the day, the riders stuck close together all the way, and when they finished, were so close that it was hard to tell the winner. Neilson, first; Knapp, second; Crocker, third. Time, 6:09.

The starters in the one mile amateur open: W. Ridenour, E. Hulman, Terre Haute; Len Hollingsworth, Russiaville, Ind., and W. E. McCune of Chelsea, Mass. Ridenour set the pace, with Hulman hanging on to his little wheel. McCune stayed in the rear from the start, until the home stretch was reached, when his fine spurt brought him in first, over Hulman by a good five yards. Hulman, second, and Hollingsworth, third. Time 3:00.

The second heat between Skinner Dick and Knapp was won easily by the latter; the horse had a slight lead at the start, but broke several times. Time, 1:34.

At this point the driver lost his temper, and challenged Knapp to finish the mile, which was accepted. This was the most exciting one of the three. On the back stretch the driver tried to run Knapp down, but he was too smart for him and kept out of his way. Knapp won by about five yards, amidst great enthusiasm.

The half mile scratch, professional, brought out Crocker and Neilson. On the first quarter Crocker broke a spoke, and Neilson finished alone in 1:27.

The last race was a one mile handicap, with Parker at 300 yards, Prox, 270 yards, Ridenour, 140 yards and Hollingsworth 115 yards,

and McCune on scratch. It was undoubtedly Parker's race, but by poor judgment he allowed Prox to get too close, who won by a few inches, with Hollingsworth, third. Time, 2:48.

The fastest mile was 2:59 1-5, and the fastest half mile, 1:26 1-5, both of which failed to touch our records, which are 2:55 and 1:21, respectively.

The Bicycle Dancing club held their opening reception last night, a small but select crowd was present. A pleasant evening was passed by everybody.

Terre Haute's next race meet will be about July 4th, 1889. They never say die. RAMSHORN.

THE ROWE-TEMPLE MATCH.

It looked pretty dubious at Lynn last Saturday as to whether the first of the great series of match races between Rowe and Temple would take place or not. Heavy clouds and occasional heavy rain caused the query to be put as to whether the great race would be run. The principals and the backers were, however, anxious to have the event come off, rain or shine, and so the announcement was made on the bulletin boards of the *Bee* and the *Item* to that effect. Boys with boards announcing the decision paraded the streets, also.

"We will not have a handful of people," said "Senator" Morgan and Mr. Alley, "but as they are not running for 'gate' we will put the thing through."

Notwithstanding the belief that the spectators would number less than one hundred, over seven hundred people passed the gate-keeper. As may be imagined, it was an enthusiastic crowd, brimful of life. It was an honest, fair-minded crowd withal, though of course the great Lynn man's friends were largely in the majority. After the two amateur events (the account of which will be found elsewhere) the two men came down to the scratch, Rowe won the toss and took the pole. T. A. Carroll acted as starter, and on the shot Rowe took the lead and cut out hot pace with the "little 'un" right on his wheel. Two laps in this position, and then Temple paced for two-thirds of a mile at a somewhat slower gait. Then Rowe went at it again and spurred savagely for a quarter of a mile, Temple, however, hung on to him, and on the sixth lap went up front again. Positions were changed every two laps until the last two, when Temple had the slight lead. On entering the last lap both men rode about even, and both were watching each other like a couple of cats ready to spring. The excitement of the spectators was intense, and when Rowe, on the back stretch, made his effort and passed Temple, a shout went up, the like of which had never been heard on the Lynn track. Temple came on with a splendid response, but it was evident that it was Rowe's race. On the lower corner the rain had made the track dangerously slippery except for a width of about two feet. In any other part of the track at this point it meant a fall to the one who tried top speed. Rowe knew this and so did Temple, it was therefore a fight for the lead at that point. Rowe, by grand headwork and magnificent speed, got there first, and so Temple had to follow in the Lynn man's wake. Rowe then cut for the pole, and Temple had to take the outside, which was rough and soft. Down they came like a whirlwind, but Rowe had Temple dead, and though the Chicago man gamely raced himself all out he was beaten by a length and a half. It was one of the grandest races that it has been our lot to witness. As for the crowd, it went wild. Cheer after cheer rent the air, men danced up and down, every one of the 700 talked at once. Rowe won the race in a grand way; nothing occurred to mar the occasion, it was a fair, square fight, and it was won and lost on its merits. The "little man" took his defeat in a cheerful, plucky way. "It was a fair race and a square beat," said Ralph, "but," he added, as he set his teeth and straightened himself up, "there are two more races yet." Below we give the summary by miles:

1 mile, Temple	- - - - -	2:53 1-4
2 miles, Rowe	- - - - -	5:37 1-4
3 miles, Rowe	- - - - -	9:01 1-4
4 miles, Temple	- - - - -	12:16 1-4
5 miles, Rowe	- - - - -	15:38 1-4

The officials were: Referee, S. S. Merrill; starter, T. A. Carroll; timers, A. H. Carsley and H. P. Armstead; umpires for Temple, Dr. W. H. Emery and E. P. Burnham; for Rowe, Charles Whittier and J. H. Shurman; scorers, W. Reed and F. W. Aymer.

Considering the soft and slippery condition of the track the time was excellent.

"The man that strikes that last corner first will win the race," said "Senator" Morgan and Asa Windle, and it proved so.

Mrs. W. A. Rowe was a proud and happy spectator, in the grand stand, of her husband's triumph.

If any one had got the mistaken idea that the matches were a "fake" such an impression must have faded when they saw the fixed

and determined look on both men's faces before the start and during the race.

We congratulate the 700 plucky spectators on seeing one of the best and most scientifically run races ever held on a bicycle track.

The first lap (one-third of a mile) was ridden in 55 sec., and the first mile in 2:53 1-4, both the fastest of the race.

ROWE IS CHAMPION.

HE WINS THE SECOND RACE.

A CLEAR, cool air but considerable wind on the back stretch were the weather conditions at Charter Oak Park to-day. The track was fair. Money was about even in the bets, and it was freely laid on both sides. The crowd was small, and not nearly as enthusiastic as at Lynn. Both men received a good reception. Kennedy-Child started them. The aforesaid Child carried an immense revolver in honor of the importance of the occasion. The pistol missed fire, and the men were started by the word "go." Temple cut out the pace for the first quarter at a very leisurely pace. Then Rowe took up the pacing and led for the next half mile. On coming into the straight both men were level, with Temple at the pole. The pace quickened, but it was not fast until 300 yards from the finish. Rowe came very fast and Temple held him until about 100 yards from the tape; Rowe made a still further effort, and he ran away from the Chicago man as though he were anchored, beating him over the tape by 20 feet, thus winning the race and the championship. These races have demonstrated beyond any cavil the superiority of Rowe over Temple. The time was slow, 3:14 3-4. Referee, S. S. Merrill, of Lynn. Dr. W. H. Emery came from Boston to officiate as one of the umpires for Temple.

RESULTS OF AMATEUR EVENTS.

One-mile handicap—Ludwig Forster, first; M. Gorman, 275 yds., second; G. L. Bacon, 150 yds., distanced. Time, 3:00 1-4.

One-mile scratch—Ludwig Forster, first; C. R. Brewer, second; G. L. Bacon, third. Time, 3:47. Hartford, Oct. 10, 1888

WHAT'S THE MATTER WITH FRED CONINGSBY?

WHEN R. D. Mead, of Roseville, succeeded in riding his Harvard bike to the crest of Eagle Rock Hill people opened their eyes in wonder, and asked "what manner of man is this?" It was a long time before any one tried to duplicate Mr. Mead's feat. The next one to reach the top was, I think, Chas. E. Kluge, who was timed by D. M. Curtz and J. W. Barnes, of the now defunct *Cyclist and Athlete*. This climb was made on a Star, December 13, 1885. The first contest ever held on the hill was that under the auspices of the Orange Wanderers, on August 15, 1886, when Chas. H. Chickering mounted the hill in 9m., his mount being a 51-inch Star, and John A. Wells coming in second in 12m. 20s. Wells rode a 45-inch Star. On Thanksgiving Day, 1887, David Oakes, of Bloomfield, mounted to the crest on a 55-inch Regent. After this the hill was left severely alone for some months.

The next thing we are called upon to record is that J. Harry Shurman, the Springfield Roadster man from Lynn, Mass., had started from Oraton Hall, ridden to the hill, ridden up and down the grade three times and then returned to the starting point before dismounting. This was on May 27, 1888. Another breathing spell and then comes Fred Coningsby, little, wiry, 18 year old, 5 feet 2 inches, 102 pound Fred, trick rider and ex-track rider; the last one whom the knowing ones would pick out for a long-winded hill-climber. Fred essayed to beat Shurman's record, but was forced off his wheel on the third trip. Fred rode a Victor safety.

On June 7 John A. Wells, with his 45-inch Star, made our eyes fly open once more, and wider than ever, by making six round trips, his time being 1h. 32m. The public is allowed to absorb the above facts until June 17, when up pops Mr. Shurman and his Springfield Roadster. Mr. Shurman goes at the hill as though he had lots of work to do, and before he jumps from the saddle he has to his credit twelve round trips, in 3h. 39m. "That settles it," says everybody, and "everybody else" is perfectly willing to agree with them. Wells' six trips made the Star the "king of hill-climbers," Shurman's twelve trips removes the Star from its pedestal and places the Springfield Roadster at the head. This winds up the interest in the hill-climbing for another spell, nothing of any account transpiring in this connection except the Wells-Greenwood contest, wherein Greenwood lowers the single trip record to 7m. 34 4-5s.

At the Division hill contest, Sept. 22, Fred Coningsby, with his Victor safety, surprised everybody by coming in a winner in the fast time of 7m. 41s.

On Wednesday of last week the writer was tempted to smile at the following note, which reached him by mail:

"On Friday afternoon, Oct. 5th, at 2 P. M., I will attempt to break all previous records on Eagle Rock Hill. If you could make it convenient to be present and witness the same I would take it as a favor. Yours truly, FRED CONINGSBY."

Although having a great deal of faith in the powers of my friend Fred, I never had the slightest idea of his being able to come anywhere near breaking all previous records, being satisfied that "Shurman's twelve" was safe. Business of another nature called me elsewhere on Friday, and I was compelled to forego the pleasure of seeing Fred ride. He *did* ride, however, and to such good effect as to knock out completely all previous records on the hill (with the single exception of Greenwood's single trip).

The start was made at 2 P. M., the timers being F. P. Prial, the *Wheel*; Frank Brook, bookkeeper for Howard A. Smith & Co.; A. B. Barkman, manager of bicycle department of Spalding & Co., and F. W. Schoefer, of Brooklyn. The following table will show just how well Fred succeeded in walking over all former work on the hill:

Trip.	Up.	Down.	Round Trip.	H. M. S.
1 - - - - -	M. S. 9:30	M. S. 3:15	M. S. 12:45	0.00.00
2 - - - - -	10:30	3:15	13:45	0.26.30
3 - - - - -	10:15	3:15	13:30	00.40.00
4 - - - - -	10:30	4:00	14:30	0.54.30
5 - - - - -	10:30	4:30	15:00	1.09.30
6 - - - - -	11:00	4:00	15:00	01.24.30
7 - - - - -	11:15	5:00	16:15	1.40.45
8 - - - - -	11:15	5:00	16:15	1.57.00
9 - - - - -	11:20	4:10	15:30	02.12.30
10 - - - - -	12:05	4:55	17:00	2.29.30
11 - - - - -	11:50	3:10	15:00	2.44.30
12 - - - - -	13:00	3:45	16:45	03.01.15
13 - - - - -	12:12	4:30	16:42	3.17.57

a. Beat Wells' time for three trips by 1m.

b. Beat Wells' time for six trips by 7m. 30s.; Shurman's by 21m 30s.

c. Beat Shurman's time for nine trips by 27m. 30s.; Wells' by 10m. 30s.

d. Beat Shurman's time for twelve trips by 37m. 45s.

On the first round trip Coningsby was but 30s. behind the time made by Greenwood on July 30th, although in order to beat the latter's record it will be necessary to make the up trip inside of 7m. 37 4-5s.

The conditions yesterday were as favorable as could be desired; the hill was in prime form, the weather just right, the rider in the very pink of form.

The machine he rode was a Victor safety, and the great performance has opened the eyes of Newarkers to the great possibilities of this machine. Now then, who can get on top of the Victor record?

On Thursday Fred rode up and down the hill 8 times for practice, to test the machine, and he declared it was good enough for a month's steady climbing. RATCHET.

The Victor safety ridden was geared to 48 inches, with 6 3-4-inch cranks, thus enhancing the wonderful performance as having been accomplished on an ordinary road wheel.

JOHN HARRIOTT made the medals awarded in the Eastern Road Club races. They were very handsome affairs, and fully up to Mr. Harriott's usual excellent work.

WM. M. WOODSIDE is pressing the suit against C. Z. Pond for money guaranteed him by Pond, for riding in New York in 1886 against horses.

"At the Kansas City tournament last week there were twenty-one events, each and all of which were won by Victor Light Roadsters, the track being too bad to use racers. This is a rare occurrence, but shows the popularity of the Victor in that part of the country. Percy Stone won every race that he started in, but had his work well cut out for him in the handicaps. His prizes consisted of two bicycles, a double-barreled shot gun, a gold watch chain, and two handsome diamonds."—*Spectator*.

JOHN STOUT, the fancy rider, recently rode his Star down the main stair case of the Midland Hotel in Kansas City, much to the astonishment of the guests.

We are in receipt of one of the bicycle locks and chains made by the American Railroad Equipment Co., of 45 Broadway, New York. It is the best thing of the kind we ever saw. It should be seen to be appreciated, and no cyclist who would secure his machine against theft can afford to be without one.



LEAGUE HEADQUARTERS:
12 Pearl Street, Room 27.
ABBOT BASSETT, Secretary.

MR. C. S. DAVOL takes his position at the head of the Racing Board. He brings to the position an interest in the work of the Board and a cool head to meet the many trying situations in which this official finds himself placed. The League is to be congratulated on his acceptance of the position, and we believe he will make a good record.

THE power of the press lies very much in its iterative possibilities. With this in mind we will once more announce that there is no rule under which the Secretary can transfer a man from one division to another. A man remains a member of the division where he is located when he pays his dues, and if he moves into another State he cannot unite with its division so far as this office is concerned. There can be no good reason why States should not create associate memberships for the reception of these wanderers, but on the books of the National organization they remain where they originally are placed.

THE history of the League goes to show that a man may pass for a young man under one aspect of a case, and be a veteran under another. We have in mind three hoary old veterans in League work, who have been active with us since the early years of the organization. They must have found in cycling the fountain of perpetual youth, or at least early manhood, for on our table we find pleasant announcements of marriage for each of the three. Shriver and Jenkins, of New York, and Pettengill, of Washington. We wish for them happiness beyond their fondest hopes, and we earnestly wish that the League will find that it has gained three feminine workers rather than that it has lost our worthy three of the masculine persuasion. To their wives these men may seem to be young men still, but when the roll of League veterans is called they must all respond.

Presidential Appointments.

Mr. Gerry Jones having resigned as Chairman of the Racing Board, Mr. C. S. Davol, of Warren, R. I., is hereby appointed to that position, and will at once assume the duties of that position.
Mr. Davol, who has been serving as a member of the Membership Committee, is hereby relieved from duty on that committee, and Mr. Alfred Ely, of Cleveland, Ohio, appointed to succeed him.

Pennsylvania Division.

All Local Consuls and all League Hotels in Pennsylvania are re-appointed to hold their positions for one year.
Geo. A. JESSUP,
Chief Consul, Pa.

Massachusetts Division.

I have appointed Prof. R. C. Sweetser of Worcester, a representative to the State Board, to fill the vacancy caused by the resignation of Mr. F. P. Kendall. I also appoint as an additional representative Mr. Chas. S. Howard of Boston.

H. W. HAYES, Chief Consul.

Rhode Island.

Those members of the Rhode Island Division who have not yet got a Road Book may obtain one without charge by sending to the Secretary-Treasurer, N. H. Gibbs, Sec. Treas., 239 Westminster st., Providence, R. I.

Business Meeting Illinois Division, L. A. W.

Held in Sherman House, at Chicago, Sept. 29th, at 8.45 P. M., Chief Consul W. A. Davis presiding.
A majority of the Board present, ex-Secretary-Treasurer Street submitted a report showing the financial standing of the division on September 1, which showed a surplus of \$231.13. Report was accepted.
Report of the race meet held at Cheltenham Beach was tabled until ex-Chief Consul Van Sicklen could be heard from.

The Committee of the Constitution and By-Laws asked an extension of time, which was granted them. The aforesaid committee were instructed to draft a Constitution, send each member of the Board of Officers a copy, who, in turn, will examine same and return it with any alterations, erasures, or suggestions he sees fit, which the committee will adopt or not, at their discretion. They will then prepare their report, which will be submitted to each member of the Board again for a mail vote.

This "modus operandi" is to avoid the necessity of having another meeting of the Board, and it is hoped that it will give us a good Constitution and By-Laws. Messrs. Oliver and Randall, of Chicago; Rouse of Peoria; and Sheridan of Springfield, were placed in nomination for Representatives on the National Board.

The Division having three: Ed. A. Oliver of Chicago; H. G. Rouse of Peoria; Thos. F. Sheridan of Springfield, were elected to fill said offices for one year.

The Board then voted to have three standing Committees, i. e., Committee on Racing, Rights and Privileges, and Road Improvements, duties of these Committees to be laid down in Constitution and By-Laws; members of same will be named by the Chief Consul.

The Secretary-Treasurer was instructed to have printed a directory of Illinois Division Officers and members, and mail a copy of same to each member of the Division.

A letter was read from the Capital City Cycling Club, of Springfield, returning the thirty dollars (\$30), which was appropriated by the Division to cover the expenses of printing and mailing the programme of our fifth annual, held at Springfield, July 4th last. It was moved and seconded that the thirty dollars be accepted, carried. The meeting then adjourned sine die.

Attest, Thos. F. SHERIDAN,
Secretary-Treasurer.

California Division—Secretary-Treasurer's Report.

The following represents the financial transactions of this office since my report made at the annual business meeting of the Division, February 14th, last:

Debtor.	
1888.	
Feb. 14. To balance as per statement rendered.	\$85.71
Apr. 10. Dues from Secretary Bassett on act.	75.00
May 15. Dues from Secretary Bassett on act.	76.00
June 12. Dues from Secretary Bassett on act.	14.00
June 30. Interest on deposit in S. F. Savings Union.	1.67
July 19. Net receipts from General Committee of Stockton Meet.	\$39.90
July 20. Dues from Secretary Bassett in full to 30th June.	3.75
	\$796.03

Creditor.

1888.	
Feb. 27. By A. L. Vallean printing application blanks etc.	\$5.25
Feb. 27. By A. L. Vallean printing postal cards	5.50
Feb. 27. By rent of hall, annual business meeting.	4.50
Apr. 2. Secretary Bassett. 25 Consuls' Certificates.	.25
Sept. 1. Balance on deposit with S. F. Savings Union.	780.53
	\$796.03

With this I hand you bank book and also certificate from the San Francisco Savings Union to the effect that the amount as stated, \$780.53, is on deposit with that institution.

The details of the report of the General Committee of Arrangements of the Stockton Meet, of which Mr. Harrison Houseworth was Chairman and Mr. W. B. Weir, Secretary and Treasurer, are as follows:

Debtor.	
Receipts at races.	\$680.55
Receipts at pavilion exhibition.	677.70
Advertisements in programme.	239.50
Entry fees, races.	25.70
	\$1623.45

Cr.

Music, printing, advertising, rent of track and pavilion, and incidentals at Stockton disbursed by C. C. Moore.	\$475.00
Official programme.	282.50
Printing circulars etc.	29.00
Travelling expenses, General Committee.	37.00
Postage, telegrams and expressage.	24.45
Incidentals, including stationery, badges etc.	36.05
Medals, C. B. Peterson.	199.75
	\$1683.55

Balance profits.....\$539.90

There remains to be paid on account of the expenses of the meet, the bill for the five-mile national championship, medals, which have not yet been received, and also a bill of Wagner & Ott, \$7.50 for finishing certain medals received in an unsatisfactory condition from the original contractor, C. B. Peterson.

The bills above mentioned with one for \$1.85, making poll list for the use of the canvassing board at the last annual election, represent the entire indebtedness of the Division.

The membership, including the Bulletin's list of August 24th, the latest received at the time of making this report, is 381 located throughout the State as follows:

Alameda.....	4	Riverside.....	1
Berkeley.....	1	Sacramento.....	7
Cloverdale.....	6	San Diego.....	15
Crescent City.....	1	San Francisco.....	12
Elmira.....	1	San Jose.....	1
Elmer.....	1	San Leandro.....	2
Half Moon Bay.....	1	San Mateo.....	3
Haywards.....	2	Santa Ana.....	5
Livermore.....	1	Santa Barbara.....	1
Los Angeles.....	45	Santa Cruz.....	4
Merced.....	1	Sierra Madre.....	1
Menlo Park.....	2	St. Helena.....	1
Napa.....	3	Stockton.....	28
Oakland.....	13	Vacaville.....	6
Oroville.....	7	Watsonville.....	3
Pasadena.....	7	Total.....	381

With this report my duties as Secretary-Treasurer of the Division terminate, and I have accordingly delivered to my successor, Mr. A. S. Ireland, all books, paper effects belonging to the office.

With best wishes for the success of the new administration, I remain, Very sincerely yours,

NORVAL A. RONTSON,
Sec. Treas. California Division,
San Francisco, Sept. 1st, 1888.

Meeting of Pennsylvania Division, held at Harrisburg, Sept. 27, 1888.

Mr. Tucker presented a constitution and rules and asked their adoption by sections.

The following Constitution and rules were then adopted by sections and as a whole.

Constitution of the Pennsylvania Division, L. A. W.

Art. I. This organization shall be known as the Pennsylvania Division of the League of American Wheelmen and shall be governed by the Constitution and rules of the national organization.

Art. II. Its objects are, to promote acquaintance and secure more fully to the wheelmen of Pennsylvania the benefits of the League of American Wheelmen.

Art. III. Its officers shall consist of, Chief Consul, Vice Consul, Secretary-Treasurer and one Representative for each one hundred resident League members; also, one representative from each League club of not less than twenty members and an additional Representative for each fifty additional members upon the Club's roll on July first of each year.

Art. IV. The delegates to the National assembly of the League of American Wheelmen shall consist of the Chief Consul, Vice Consul and one Delegate for each two hundred members upon the Division roll on September first, to be elected at the annual meeting of the Division.

Art. V. This Constitution may be amended by a two-thirds vote of all the members of the Board of Officers at any meeting of the Board, one month's notice of the amendment proposed having been given.

Rules.

1. The Chief Consul shall preside at all meetings of the Board of Officers, shall appoint all committees not selected by ballot, may fill pro tempore, any vacancy in any office or committee until the next ensuing meeting.

ing of the Board, shall appoint one consul for each city or town in the State and shall appoint League hotels.

He shall make a report at the annual meeting of the Division next subsequent to his election.

In the absence of the Chief Consul the Vice Consul shall exercise all the duties of that officer.

The Chief Consul shall appoint the following standing committees, each to consist of three members:

Rights and Privileges.

Improvement of Highways.

Racing.

2. The Secretary-Treasurer shall perform all the duties of a recording and corresponding secretary, he shall keep a directory of all Division members and officers and generally provide himself with all necessary statistical and other information likely to be of use to members of the Division, he shall receive and be accountable for all money paid into the Division treasury, shall keep suitable books of account and shall pay out no money except upon order approved by the Chief Consul of the Division.

His accounts shall be audited by a committee to be appointed at the annual meeting and he shall give a bond for the faithful performance of his duties in the sum of fifteen hundred dollars (\$1500.00) to be approved by the Chief Consul.

He shall be paid a salary of one hundred dollars (\$100.00) per annum.

3. The Secretary-Treasurer shall issue a certificate of election, which shall be signed by himself and the Chief Consul, to each representative. The annual meeting of the Board of Officers of the Division shall be held during the month of September at a place and time to be designated by the Chief Consul, of which at least one week's notice shall be given at this meeting.

The order of business shall be as follows:

First—Reading of the minutes.

Second—Report of Chief Consul.

Third—Report of Secretary-Treasurer.

Fourth—Communications.

Fifth—Reports of committees.

Sixth—Election of delegates to National Assembly.

Seventh—Unfinished business.

Eighth—New business.

5. Special meetings shall be called at the option of the Chief Consul or upon the written request of not less than five (5) members of the Division Board.

6. Seven (7) members personally present shall constitute a quorum at any meeting of the Board of Officers.

7. Proxy voting will be allowed, but no member shall vote more than three proxies. Such proxies shall be acknowledged before a Court of Record or a Notary Public.

8. Each member of the Division shall pay to the Secretary of the League of American Wheelmen on or before May 1 the sum of one dollar (\$1) as annual dues.

9. These rules may be amended at any annual meeting by a majority vote of the members present.

It was moved and seconded that the report of the Secretary-Treasurer be received, and a committee be appointed to audit his accounts and furnish a certificate of his accounts to the Chief Consul. Carried.

It was moved and seconded that the Board take a recess of five minutes to nominate delegates to the National Assembly. Carried.

The following representatives were then nominated as delegates: H. K. Lewis, Ira A. Dayton, D. K. Trimmer, S. A. Boyle, C. B. Holly, J. J. Van Nort, Kirk Brown.

Upon motion the Secretary pro tem. was instructed to cast the ballot.

J. G. CARPENTER,
Sec. Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens residing in the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 160—Total 65—11,506

BOSTON, Oct. 12, 1888.

CALIFORNIA DIVISION—6—394.

Bay City Wheelmen.
20813 Hodgkins, L. G., 2025 Sacramento st., San Francisco

Unattached.
20814 Anthony, Joseph, 327 Montreal st., Los Angeles

20815 Anthony, Horace, 327 Montreal st., Riverside

20816 Derby, Carl, Florence

20817 Weeks, F. W., 224 Fair Oak st., San Francisco

20818 Stevens, J. W., 224 Fair Oak st., San Francisco

CONNECTICUT DIVISION—2—468.

Park City Cyclists.
20788 Lyon, Ernest P., Bridgeport

20789 Rikeman, Geo. P., Laurel ave., "

DISTRICT OF COLUMBIA DIVISION—5—161

Washington Cycle Club.
20798 Nothrop, J. H., 1012 12th st., Washington

20799 Pickens, A. H., 644 5th st., N. W., "

20800 Phillips, E. L., House Representatives, "

Unattached.
20818 Brown, Jno. C., 7th and Rhode Island ave., Washington

20827 Bourn, Frank B., 911 Rhode Island ave., Washington

GEORGIA—1—16.

Unattached.
20801 House, W. E., Box 94, Marietta

ILLINOIS DIVISION—3—719.

Princeton Bi. Cranks.
20791 Streeter, Geo. M., Princeton

Unattached.
20790 Snow, Wm. C., 13 Secley ave., Chicago

20794 Johnson, Frank A., Box 480, Princeton

KENTUCKY DIVISION—1—88

Unattached.
20819 Simpson, Geo. D., 1127 13th st., Louisville

MARYLAND DIVISION—2—455.

Rambler Cycle Club.
20768 Dietz, Lawrence J., 1120 N. Gilmor st., Baltimore

Unattached.
20820 Puschel, Ernest M., 237 S. Chester st., "

MASSACHUSETTS DIVISION—4—1217.

Rover Cycle Club.
20821 Simonds, Edwin A., 143 High st., Charlestown

Unattached.
20767 Tilton, Alfred Burt, 5 Vine st., Haverhill

20766 Coddington, James H., No. Dighton

20802 Estey, Geo. L., 27 William Worcester

MICHIGAN DIVISION—1—347.

Unattached.
20806 Markle, John R., 133 Jefferson ave., Detroit

NEW HAMPSHIRE DIVISION—1—102.

Unattached.
20822 Burbank, Frank W., cor. Orange and Lowell, Nashua

NEW YORK DIVISION—20—2398.

Buffalo Ramblers.
20768 Amos, Geo. A., 1487 Niagara st., Buffalo

20769 Beers, G. Albert, 96 Oak st., "

20770 Burke, W. J., 208 N. Division st., "

20771 Clemens, Wm. H., Bank of Buffalo, "

20772 Cummings, Ray, 226 W. Ulia st., "

20773 Dunn, Howard, 272 S. Division st., "

20774 Grier, Andrew, 106 Johnson Place, "

20775 Goetz, Louis, 884 Michigan, "

20776 Gunnell, E., Bank of Commerce, "

20777 Lummell, G., 555 N. Division st., "

20778 Jaeger, Wm. O., 9 E. Genesee st., "

20779 Keipper, P., 845 Michigan st., "

20780 Schaefer, Henry W., 82 Boston Alley, "

20781 Vetter, P., 543 Elm st., "

20782 Zelliff, Henry W., 434 Main st., "

Rome Ramblers.
20803 Parker, Will A., 408 W. Park, Rome

Unattached.
20783 Moore, Mrs. Henry J., 47 Tremont st., Rochester

20784 Maxwell, Harry B., Rome

20785 Herbert, Henry, Tuxedo Park

20805 Rushmore, E. C., "

OHIO DIVISION—3—919.

Unattached.
20755 Walhues, B. W., 182 Carlisle ave., Cincinnati

20823 Galsbury, F. D., Mansfield

20807 Cassil, J. M., Springfield

PENNSYLVANIA DIVISION—14—1447.

Century Wheelmen.
20797 Knab, Louis E., 1426 No. 10th st., Philadelphia

Pottstown Bi. Club.
20800 Boyer, Daniel, Pottstown

20810 Reifsnnyder, Wm., "

20811 Scheffey, Wm., "

20812 Schmecker, Wm., "

York Bi. Club.
20793 Drenning, H. C., L. Box 73, York

Unattached.
20824 Dasey, Clarence J., 624 So. Washington, Philadelphia

20792 Dietz, Chas., 2356 Gordon st., "

20794 Halberstadt, Geo. P., 1336 Ridge ave., "

20795 Halberstadt, Jos., 1336 Ridge ave., "

20796 Hall, Wm. W., 2011 Sepoiva st., "

20808 Murphy, Daniel P., 328 W. Thompson st., Philadelphia

20825 Whitesides, Wm. E., 7211 Woodland ave., Philadelphia

20826 Bigony, C. S., Sunbury

RHODE ISLAND DIVISION—1—250.

Unattached.
20828 Colwell, Sam'l G., 76 W. Clifford st., Providence

VIRGINIA DIVISION—1—111.

EVENING ITEM.

LYNN, MASS., SATURDAY, OCTOBER 6, 1888.

SUNDAY HERALD.

BOSTON, OCTOBER 7, 1888

As a Vulture has succeeded in climbing Stickney's hill twelve times. The hill, as is well known to local cyclists, has never before been climbed on a crank machine. Mr. Windle rode a Velocette Columbia, geared to 55 inches, or three inches higher than the machines in regular trade are geared, and apparently rode the hill without difficulty, establishing for the Velocette Columbia the distinction of being the only machine ever ridden up the hill with the exception of the Springfield roadster.

Remarkable Climbing

As a rule, he has succeeded in finishing Sticks and Snaps' Hill, Lynn, twice. His best successful riding having occurred about a week ago, and Friday he succeeded in duplicating his former success. He was accompanied by his wife and two children, together with a number of friends. The machine, which he has been riding for several months, has never before been climbed on at such a height. The best hill he reported for that class of machine hardly exceeding 90 feet of the ascent. The hill is winding, about 1000 feet long, and is covered with a soft, yielding surface. It is in every respect as good as the "Grande rase," as high as one foot in four. Mr. Whittle rode a Veloc Columbia, generated to 55 inches, or three inches higher than the machines in regular stock, and generated to 50 inches. He was accompanied by a number of friends, and the machine was sufficiently established for the Veloc Columbia, the distinction of being the only machine ever ridden up the hill, being the exception of the Springfield Hoaxer.

Boston Sunday Globe.

SUNDAY, OCTOBER 7, 1888.

Asa Windle rode Stickney Hill, Lynn, last week, on a Columbia Veloc bicycle, geared to 55 inches. A crank bicycle had never before been pushed to the top of this very steep hill.

A CORRECTION

Other Columbians (not other makes) taken in exchange.



\$1.00 a Year.
5 cents a copy.

BOSTON, 19 OCTOBER, 1888.

Volume XVI!.
Number 25.

WHY WE BLUSH.

WE acknowledged satisfaction after winning first and second in the greatest one hundred mile road race of the year—at Buffalo—where only six riders finished, and ONLY FIVE of the six rode VICTORS.

We added this to our list of "Battle Flags" side by side with such world's events as Clarksville, Crawfordsville, Big 4, Boston—all 100 mile road races, open to the world, and contested by all the large makers—and modestly retired.

We blush, because after all this glory---when a bicycle maker went clear South and got up a race at Nashville, Tenn., to try to show the usefulness of his bicycles, the said maker putting up the prizes in order to stimulate the game---three naughty boys without our knowledge or permission, wanting to make a sure thing of scooping all the prizes offered, bought VICTORS and entered the race.

Well, before we could stop them, they were off and away and at the finish came to the front in 1, 2, 3 order, taking all the prizes---bicycle, medals, shoestrings and all!

It wasn't the thing, and we apologize. We don't want the earth. We only want riders to know that VICTORS are built to get there suddenly, and we are very willing to give the other fellows a chance.

We make the VICTORS, but we are not the "largest makers in the world"---only the best.

Overman Wheel Co., Boston.

SPECIAL.

All Advertisements in this Department 20 cents a line.

STARS—Second-hand. Bargains. JOHN T. STARR, Coldwater, Mich.

A NEW WHEEL FOR FIFTY CENTS, of your old machine, with one coat of R. I. Enamel. The most durable and best substitute for baked enamel. Will be sent postpaid for postal note of above amount, if your dealer does not have it. **WHITTEN & CO.**, Manufacturers, Providence, R. I.

FOR SALE CHEAP—51-inch Columbia Light Roadster, '88 pattern; also 50-inch Expert, **FRANK KOHLER**, 911 Arch st., Philadelphia, Pa.

A Few Second-hand Springfield Roadsters, in fine condition, for sale cheap. **JOHN P. LOVELL ARMS CO.**, 147 Washington st., Boston, Mass.

10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write **C. H. METZ**, Utica, N. Y.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address **MANHATTAN WHEEL EXCHANGE**, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. **C. H. LAMSON**, Portland, Me.

WE COVER THE GROUND.



Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO., 55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. **W. M. FRISBIE COMPANY**, 16 Crown st., New Haven, Conn.



L. A. W. BADGES,

For Gold Pins of the Official

Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 630 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 311 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, \$1.25. For sale by Bicycling World Co., 12 Pearl st., Boston.

Cycle Jersey Knee Pants



"BY JOVE! THE BEST BICYCLE PANTS OUT!"
Something new. Fit like a glove. Elastic, easy, comfortable and very durable. Made with double, reinforced seat; loops for belt, a watch pocket, two hip pockets. Suspender buttons on inside of waist band, and having Dr. Cooper's suspensory pocket. In gray, black, dark brown, navy blue and the L. A. W. mixed brown. All sizes.

Price, \$3.50. By Mail, \$3.65.

Ira Perego, 128 & 130 Fulton St. and 87 Nassau St. **NEW YORK.**

** Send 5c. for our new Illustrated Catalogue of everything nobby in Gentlemen's Wear, Bicycle, Athletic and Tennis Outfits.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave.,

BOSTON, - - - MASS.

**THE STRONGEST KNOWN
Bicycle Elastic Cement.**



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—Columbia Two-track Tricycle; good as new. Price \$110. **J. S. NEGUS**, 140 Water st., New York.

PHOTOGRAPHIC OUTFIT. Complete outfit, consisting of 5x3 Daglot Rapid Hemispherical Lens, Anthony's Novelette Reversible-back, Double-swing Camera, Sliding Tripod, 3 Double Plate-holders, Printing Frames, Graduates, Scales, Full Outfit of Chemicals, Focusing Cloth, Carrying Case, etc. Guaranteed equal to new. Cost \$80.00. Will sell cheap for cash, or exchange for a good wheel of equal value. **L. A. W.** 6036, Box 1010, Orange, N. J.

SALE OR EXCHANGE—1888 pattern Victor Tricycle for Rover-Type Safety or 50 or 52-inch Victor or Columbia Light Roadster, '88 pattern. Address **L. A. W.** 9937, Hornellsville, N. Y., Box 305.

VICTOR SAFETY, '88 pattern, wanted in exchange for a No. 3 Diebold Safe, com. lock and marble slab. **G. F. W.**, 20 Norfolk avenue, Roxbury, Mass.

MUST BE SOLD! 52-inch Victor Bicycle; nickel finish; A condition. Price \$75. Address **Lock Box 50**, Wappingers Falls, N. Y.

FOR SALE—50-inch Expert Columbia; as good as new; at a bargain. Call or address **No. 105 Magazine st.**, Cambridgeport, Mass.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of \$284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the **WORLD**, \$1.

WE OFFER

This book to others for 25 cents.

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - - MASS.

The St. George's Engineering Co.,

BIRMINGHAM, ENGLAND,

Are advertising in all the English Cycling Papers that they have made and sold this season

TWO THOUSAND

NEW * RAPID * SAFETIES,

And that out of all these machines they had not heard of a single broken spoke.

TRULY THERE IS A LOT IN THE

TRUE TANGENT WHEEL,

of which the **ST. GEORGE'S ENGINEERING COMPANY** are the inventors.

We understand the **CLARK CYCLE CO.**, of Baltimore, are, or have been, handling "NEW RAPIDS."



WE * STILL * HOLD * OUR * OWN.

Moderate Prices, Good Quality, Hill Climbing, Safety and Speed are features of merit which are sure to lead.

RECORDS FOR 1888.

L. A. W. Meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one mile safety, and one mile team race. Toronto, Canada, three mile road wheel, and one mile safety race. Rochester, N. Y., one mile, open to all, track record, 2:44 1-2; three mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1:15—best competition half mile on record; also, two mile, 6:45 class.

J. R. Weld, of Medina, writes:

"In a club of twenty 18 ride Springfield Roadsters, and still we want more."

Remember Our Hill Climbing Records.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley, E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prout's Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park Street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in succession. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounded is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park Street Hills, and oblige?—ED. BICYCLING WORLD.]

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all around road wheel. Catalogue free.

JOHN P. LOVELL ARMS CO., Sole New England Agents, 147 Washington Street.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

SINCE our late offer to take old mounts in trade for NEW MAILS, many wheelmen have seized the opportunity to possess one of these Superb Light Roadsters, and get rid of their old wheels to good advantage, which CANNOT be DONE in the Spring.

Now is the Time to make your Exchange.

Describe your old wheel to us at once, with your valuation of it!!

THROUGHOUT THE YEAR

THE NEW MAIL

HAS BEEN RIGHT AT THE FRONT! On the Road and at all Meets and Tournaments.

Has won many races, and we believe No ROADSTER has ever been brought out which has had a more flattering reception by wheelmen. We have had no professionals in our employ to win races (as is a common practice), but the NEW MAIL has won its share of leading events. Here are the reports of past week:

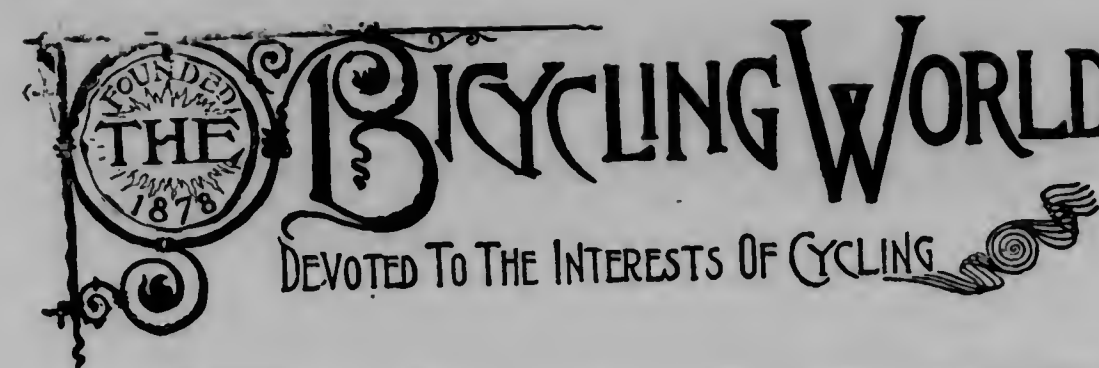
At New Orleans Tournament the New Mail won the Southern Championship, the New Mail won the State Championship, the New Mail won the N. O. Club Championship, the New Mail won the 2 1-2 mile race.

And at the Penna. Tournament the New Mail won 3 out of 4 first prizes.

The NEW MAIL is first-class, and it has Trigwell's Ball Head.

Send 6 cents in stamps and get a fine photograph. It is the Wheel!

WM. READ & SONS, 107 Washington Street, BOSTON.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager, 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us YOUR patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 19 OCTOBER, 1888.

WE print in our news column this week an *expose* of one of the most shameful stories of professional crookedness that it has been our lot to hear. Starting in with the determination to "do" the dear public, the conspirators get into a wrangle among themselves and one faction, Judas-like, sells his co-workers out to the tune of many shekels. It is on account of the sport of racing in its intended cleanliness that we view the matter and it is with intense pain that we must admit that racing interests have received a terrible blow. The harm cannot but be felt in the amateur ranks though of course the interest in all future professional events has received a mortal wound.

As for ourselves, the editor of this paper has always spoken in high terms as to the squareness and honesty of both Temple and Rowe. We have thus spoken because we believed in them both and when occasion has offered to personally show our esteem and good will, we have always improved the opportunity. When Messrs. Morgan and Temple returned to this country it was our pleasure to show these men some attention and interest in their success abroad in the past and also in the future. To "Senator" Morgan this paper and its readers are indebted for many pleasant moments in reading his bright notes. Our disappointment has been great to find that our confidence in the "Senator" and his *protege* has been so misplaced.

Up to the present time we have held Rowe up in our estimation as being a man above reproach. In our last issue we crowned him with a wreath of laurel and relegated him to a high shelf in the Temple of Fame. But now he is rudely torn from that shelf and the place of his retirement should be one of obscurity, if he can find such a place. With the fall of Rowe and Temple we lose faith

in all professionals and in thus saying, we pay the men a compliment, for if they are not square, then squareness and professionalism are not on speaking terms.

A good deal of useless talk has been indulged in on both sides as to from which side the original proposition to be crooked first came. To both we say that proposer and acceptor are equally to blame. It is splitting hairs to try and show otherwise. If, however, the odium is slightly stronger on one side than the other, we think the slice is rather thicker on the shoulders of Rowe than Temple, for to the sin of lending himself to such a scheme he has added the still meaner sin of proving false to his fellow-conspirators.

DEATH OF R. S. MCCOMBIE.

THERE is not a reader but who will feel the greatest sorrow at the death of R. S. McCombie, caused by injuries received while riding in the Eastern Road Club race of last month. Last week Monday we received news that the injured man had partially regained consciousness and that there was a bare hope that he might recover. On Tuesday, however, a change for the worse took place and the doctors decided that his only chance for life was a successful operation. This was performed but without the hoped for results and R. S. McCombie passed away on Wednesday afternoon. The circumstances of his death are extremely sad. McCombie was a mechanic and on his work depended the income necessary to support his young wife and two children. This death has cast a gloom over those who knew Mr. McCombie, his club mates being particularly cast down at the sad event. The funeral was largely attended by cyclists in this vicinity, the Dorchester Club turning out in a body. This club sent a magnificent floral offering. It is a sad and bitter ending to a young and promising life, the like of which we hope we never again shall be called on to chronicle.

THE MCCOMBIE FUND.

The following and additional subscriptions to this fund have been received at this office: J. F. Charnock, \$1; F. R. Davis, \$1; John S. Beaney, \$1; H. A. Thayer, \$1; A. G. Collins, \$1; G. S. Locke, 50 cents. All the above are members of the Suffolk Wheel Club of South Boston.

LIST OF PRIZES TO BE GIVEN AT THE BERKELEY ATHLETIC CLUB RACES, OCT. 27.

ONE-MILE bicycle novices—First, alligator traveling bag; second, cane, solid silver head; third, gold scarf pin. One-mile bicycle inter-scholastic—First, watch, old silver, etched case; second, silk umbrella, silver head; third, gold shirt studs. One-mile bicycle, Rover type—First, smoking set, old silver; second, watch charm; third, shirt studs, gold. Half-mile bicycle scratch—First, Columbia cup; second, gold sleeve buttons; third, scarf pin. Two-mile bicycle inter-collegiate—First, high lamp, bronze and gold; second, cigar and cigarette case, old silver; third, cane, silver head. One-mile bicycle handicap—First, carving set; second, gold sleeve buttons; third, gold watch charm. Two-mile bicycle handicap—First, pair bronze figures; second, diamond scarf pin; third, match safe, solid silver. One-mile tricycle handicap—First, watch chain, platinum and gold; second, solid silver cigarette case; third, gold scarf pin. One-mile consolation handicap—First, French clock; second, scarf pin; third, silver headed cane.

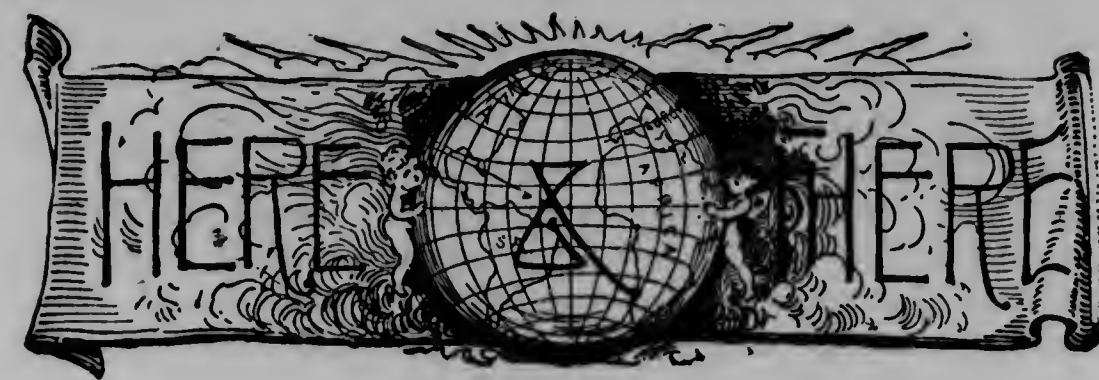
Entrance fee, fifty cents for each event; close October 22, with G. R. Bidwell, 313 West Fifty-eighth street, or F. P. Prial, P. O. Box 444, New York City. All entries must be accompanied by fees.

Grounds may be reached by New York Central and H. R. R. from Grand Central Depot, fifteen minutes' ride, or by elevated roads to 155th street, thence by New York and Northern, direct to gate.

EASTERN ROAD CLUB.

THE tie between the Cambridgeport and Dorchester Clubs will be run off Thursday, Oct. 25th. The start will be made from the Faneuil House, 2:30 sharp, over same route as before. The club not being on the mark promptly, will forfeit race.

DON'T confound S. S. Merrill of Lynn with H. P. Merrill of the Springfield Union in the great Rowe Temple fake. It was S. S. Merrill of Lynn that acted as referee. We make this explanation, as a man in speaking of the affair, said he thought H. P. Merrill of Springfield was a party to the fake. This is not so, most emphatically.



NOTES BY THE "CAVILER."

DEAR me, what can any one think of this week but the great sensation of the day, the great "championship race." The air is full of it. Some giggle and some fume; the former are in pocket, and the latter are out of pocket. Some vow 'twas all right and some swear the reverse, but for the reputation of human nature I am pleased to say that the "swearers to the reverse" are in the majority. Now, you see, interviews seem to be the go in this matter, and so I interview the different men, or some one that knows them, and I learn something entirely new and of a different nature. In fact, I claim it a "scoop" in being able to faithfully tell as to the future intentions of the different actors in the Rowe-Temple comedy.

I HEAR that Woodside will return to Ireland and take charge of his estates. I understand that he will study hard to find the true meaning of gratitude, and he will also study the traits of that Biblical character who figured as "the great giver away."

MORGAN, I hear, will write a book entitled "Diamond Cut Diamond, or the adventures of a young man who lost his hard-earned reputation by the indulging in a harmless little fake."

TEMPLE will take up the pen of an author, and write a thrilling romance, entitled "Tommy Tiddler's Great Race, and How I Felt Twenty-Five Feet Back of Rowe's Little Wheel." I am told that Mr. Temple has given a large order for specially constructed adjectives so that he can do justice to the subject.

ROWE will also take a hand at authorship; the book will be called "The Double Cross." It will be a complete manual of how to sell out co-conspirators. I do not know whether Mr. Rowe feels particularly proud in being able to speak from experience. Judging from my own feelings I should say he would not feel particularly "sot up."

Now if the above gentlemen will only carry out their intentions, and I can induce S. S. Merrill, of Lynn, Mass., to write an essay on "The Science of Refereeing Fake Races," I think a pretty interesting library will be the result.

I AM in receipt of one or two letters, one from Dr. W. G. K., call me to account for spelling Caviler with one l. Alas, I know the genial Dr. is an authority, and is backed up by others, but we also have authority for using one i, and as the editor tells me that the is in the type cases are running low, they have to economize on that letter.

KIRK COREY also sends me a blood-curdling challenge to mount bicycle and ride with his club. He darkly hints that I will need an English dog cart or a Goddard buggy to carry me home after the experiment. I desire to decline Mr. Corey's invitation with profuse thanks. Mr. Corey avers that the innocent remarks of my lady friend, as to the uniform of a certain club, were a direct fling at the Brooklines!! Well I never, I really don't see why Mr. C. should think so. I shall at once put on my hat, visit my lady friend at once, and—demand an explanation.

NEW YORK.

"HAWKSHAW."

WELL, the six-day road-sculling hippodrome at Madison Square Garden has closed, and Jake Gaudaur has been declared the victor with a score of 465 miles. The machines on which the contestants rode in this affair were a cross between a baby-carriage and a coal cart, without either the lightness of the former or strength of the latter. The wheels were ordinary wooden ones with a tire of leather, and the entire machine was poorly constructed, which was evident by the breakage which occurred almost constantly during the affair. In my notes last week I remarked that there was much doubt of the truth of the claims of the manufacturers, that the road-sculler could be driven twenty miles per hour over an average road. There can be none now, when the finest trained oarsmen in the world, in a public contest and for large purses, were

not able to push one of the cumbersome affairs at better than fourteen miles in the hour. There may be a future for the road-sculler, but at present I cannot see it.

ON Tuesday evening Mr. E. J. Shriver, the President of the New York Club, entertained his club mates at the club house with an elaborate spread, in honor of his approaching marriage. The affair was a very successful one.

THE prizes that are to be given at the forthcoming race meet of the Berkeley Athletic Club are the costliest I have ever seen. An attempt was to have been made to have Temple and Rowe compete for a handsome purse, but the recent rumors of crooked work have stopped negotiations, I think.

IN the death of Henry Monett, Passenger Agent of the New York Central road, the wheelmen of this city have lost one who was ever their friend. It was through the fair-mindedness of Mr. Monett that Chief Consul Bidwell first secured free passage for bicycles on the West Shore road, and eventually on the New York Central, when Mr. Monett took charge there. "The good that men do, lives after them," and in the present case it will be so, and many a wheelman will have a kindly thought for the memory of Henry Monett.

AN anti-ante fever seems to have struck our cycling clubs, and the goodly elders who control the club destiny of the youthful club man have decided, in their supreme wisdom, that the mental calibre of their suckling charges is not strong enough to warrant them permitting the club members looking on or participating in the saturnalia of a five-cent jack-pot within the sacred precincts of the club house. In consequence of this the fiat has gone forth, and no longer does the glorious red, white and blue of the jack-pot lure on to destruction the innocent and babe-like club man. Knitting classes and prayer meetings will no doubt take the place of the illusive poker chip, as a means of winter amusement in these regenerated temples of cycling. Hear it, ye valleys! Echo it, ye little hills! No poker! Truly, mankind hath no sorrow that these cycling grandmothers will not attempt to cure.

A PECULIAR sight was witnessed in the line of racing here on Saturday. The N. A. A. A. championship at two miles was won by J. W. Powers, Jr., in 6.55, beating J. H. Hanson, New York B. Club, who in turn defeated the only remaining competitor, G. A. S. Wieners. Now while the championship was being fought for by three contestants, each of whom was sure of a prize, and was won in 6.55, at the grounds of Y. M. C. A. Association, which were those formerly belonging to the New York Athletic Club, another two-mile championship was being contested. The event was a handicap, for which thirty entries and eleven starters were secured. The result was one of the finest races we have seen for many a day, Frank G. Brown, K. C. W., finally winning in 6.29; W. E. Findley, New York B. Club, second; Edward A. Powers, Riverside Wheelmen, third. The number of starters and entries and the time of the winner, when contrasted with the smaller number and poorer time of the championship, was not favorable to the N. A. A. A.

PENNSYLVANIA.

"ARIEL."

ECHOES from the Tioga races are still floating around. The finish of the one-mile open has excited more discussion and brought out more difference of opinion than any cycling event for some time. It is singular if from no other reason than as an illustration of the fact how differently two or more people can look at the same thing. The *Ledger* and *Press* stated that Wilhelm finished second, the latter journal commenting on the fact of Halsted's finishing within a foot of Crist, and in my own report I gave Crist second, Wilhelm six inches back, and Halsted six inches behind the Reading man. As we were all wrong as to the actual positions of the men crossing the tape, please note this correction: Kingsland finished first, Halsted crossed next, Crist third and Wilhelm fourth. Halsted, however, rode wild at the turn, fouling Wilhelm, and at once waived his position. The official decision of the judges, therefore, was: Kingsland first, Crist second, Wilhelm third. The four men finished so close together that it was a difficult matter to decide as to the positions. I never saw a closer race.

AN oblong button of silver has been adopted by the Mount Vernon Wheelmen as their badge. It is enameled in brown and white—the club colors.

TWENTY-FIVE dollars has been placed in the hands of John A. Wells, by the Wilmington Wheel Club, as their deposit for the medal as the prize in the road race with the Reading Bicycle Club.

A CHANGE has been made by the South End in the club emblem. Hereafter they will wear a wheel and arrow on the front of their

caps, in place of the letters S. E. W., and will have the words "South End" on their coat collars.

THE latest addition to the cycling organizations of the city is the Wissahickon Wheelmen, a club composed of residents of Chestnut Hill and vicinity. They have only been organized a short time and the membership is not very large as yet.

HALSTED has been in hard luck. On Saturday, at the sports of the Y. M. C. A. at the West Philadelphia grounds, he was beaten by McDaniel, of Wilmington, in the two-mile handicap. Halsted's racer cut into the soft track too deeply, and he was unable to overhaul McDaniel, who had 150 yards' start. The time—7.58—tells the tale of the track. Halsted won the one-mile handicap from W. W. Taxis, who had 150 yards start, in 3.20 4-5.

WILHELM got his revenge on Friday last at Wilmington, beating Halsted in the half-mile race. The track was so heavy that the New York man was unable to use his racer and borrowed a light roadster wheel, but he struck a soft place in rounding into the home stretch, and Wilhelm crossed the tape ahead. Both of these two were beaten by Merrihew in the one-mile. A spoke of Wilhelm's Star broke, wrapping itself around the ratchet, thereby throwing him out of the race, and Halsted stuck fast in the mud, while Merrihew raced past.

INCORPORATION is what the Century Wheelmen are talking about now. At their last monthly meeting steps were taken toward this end. Several eligible sites have been offered them for their new club house, but none have been definitely accepted yet. They purpose having a jolly social time this winter, giving monthly "smokers" and *musicales*, and have originated a glee club to furnish the necessary music at the latter. Names: Messrs. Carter (leader), Schell, Taltavall, Speier and Rosenau, tenors; Ball, Havens, G. M. and C. C. Schell and Walker, basses. (Mem. To send them my address when the invitations are being issued.)

CLUB runs have been knocked out by rain on the last two Sundays. The Centurions sent their largest run of the season—thirty-one men—to Chestnut Hill yesterday, between the drops, but the Pennsylvania Club century run, which Captain Supplee has endeavored to make twice, again failed on account of the weather, and they will not make another attempt this season. The first race for the five-mile club challenge cup will take place next Saturday, 20th inst., on either the Tioga or West Philadelphia tracks. There are about twenty entries, and Captain Supplee, who has had the unenviable position of handicapper assigned him, has been hearing nothing but kicking from each man who thinks himself ill-used on his allowance. I never heard of handicaps in challenge cup races, but Captain Supplee says he's bound to make it interesting.

ST. LOUIS.

"LINNEUS."

THROUGH the efforts of Mr. Sloan Tracy the Cycle Club obtained possession of the Gentlemen's Driving Club track, at Forest Park, Oct. 4, and a small race meeting was held thereon. The prizes, which consisted for the most part of bicycle sundries were donated by the members of the club. The track was in a tough condition for cycle racing, and the times were slow, still the finishes were close and exciting. Percy Stone, Frank Mehlig, A. A. Knight and Jno. Pomarade started in an extra half-mile race, which was won by Stone in 1.38. Knight took a header but was not hurt. The interest taken in this affair having proved so general has prompted the club to give another series of races on the same track Thanksgiving Day.

A. L. JORDON is doing good work in getting recruits for the League, and the same can be said of Wilder and Laing, the new comers in the cycle trade here.

PRESIDENT T. J. KIRKPATRICK arrived in town Friday, and will remain for several days, the guest of Chief Consul Brewster. The Missourians have arranged a big run to Fenton to-morrow in his honor, and a large number of their riders will take part.

CAPTAIN SANDERS, of the Cycle Club, called a run to Lebanon, Ill., last Sunday. It rained, however, for two days before, and the route was changed to Belleville, Ill. No run has ever been made to the first named town to my knowledge, and the advent of a bicycle club would have astonished the natives had they gone there.

LOOKING over the League membership list I find that Joplin ranks next to St. Louis and Kansas City in having the largest League membership, her number being 15. St. Joe ranks next with 11, Hannibal fifth with 10, and Sedalia sixth with 6 members. Joplin's showing is a very good one, and while it may have been caused by the action of the Committee on Rights and Privileges in inducing that city to repeal a law forbidding cycle riding on its

streets, credit is due Consul Barney for the manner in which all renewed their memberships for 1888.

E. B. KINSON and your correspondent took a run to Clayton, the county seat of St. Louis County, Thursday, Oct. 6th, and found the roads in fine condition. Clayton is distanced only about ten miles from St. Louis, and I am surprised that the place is not more frequently visited by St. Louis cyclists. In looking over the annual reports of the County Clerk I find that \$108,574.36 was spent on the county's roads and bridges in 1887. It seems to me that this vast sum should have put most of our roads in a better condition than they are at present.

THE Kansas City races attracted but few of our riders, but those that did go up had an enjoyable time. As a Kansas City paper remarked, "there are no insects on St. Louis wheelmen;" the result proves the correctness of the assertion. Percy Stone's winnings were two bicycles, a diamond ring, diamond scarf pin, and shot gun, in short he won every race he entered for, and helped the Missouri Club team, consisting of himself, Lewis and Hodgen, to win the handsome club cup, which now adorns the parlor of the club. Kansas City's inhabitants must be classed with Poughkeepsie's as far as appreciation of a cycle race meet goes, as I don't think that over 500 attended on the three days the meeting was held.

AT last Greenwood has received part of his expenses incurred in his race with Wells. This was a genuine surprise to most of our riders who did believe that he would receive a "red." J. F. Pedersen also has the order for the medal, and it was to be here a few days ago. Wells disputes the balance of the expenses, and wrote Greenwood that he had been informed by Referee Collins that he (Greenwood) had paid Shurman's expenses at Orange in addition to his own and charged them to him. He also stated that Referee Brewster informed him that he (G.) had not paid the wagon expenses to and from Kimmswick Hill. Following up this interesting tale I was informed that Referee Collins had been written to in regard to the matter, and replied that he could not see why Wells wanted to "monkey with the truth in this ridiculous manner," and denies in toto that he ever wrote Wells anything of the kind. Referee Brewster also stated that Wells must have made a strong draft on his imagination to quote him as saying anything of the kind. Wells' backer has been written to in the matter.

WHAT I would like to see: More riding by the members of the Missouri Club and better attendance on its runs.—Stone and Windle meet.—Alex. Lewis, E. A. Smith and Ed Sanders in a road race from Manchester.—Brewster riding an ordinary.—The Missouri Division membership numbering 400.—The Missourians combining with the Cycle Club to make the Thanksgiving Day races a grand success.—Medals offered for the best attendance on club runs.—C. C. Hildebrand break the twenty-four-hour record.

CHICAGO.

THE "STROLLER."

WHAT does St. Louis think of Chicago now. Lumsden, the Fort Dearborn Club flyer, represented Chicago at the Quincy race meet, taking first place in the half-mile race, and first place in the mile lap race, winning both as he pleased, much to the surprise of Percy Stone. Also he was beaten by about two feet in the mile dash by Stone, with ten yards more to go, the race would have been Lumsden's. The next day on a seven-lap track the Fort Dearborn boy suffered defeat again by an accident. Both Stone and Lumsden were side by side, and both spurred, but the corner was too sharp and off of the track and on to the turf they went, in amongst some trees. Percy managed to miss the trees and back on to the track he went, and had the race won before Lumsden could get out of the mixture of trees, bike and man. At the ball in Quincy the night before the races one of the fair belles of that city asked Stone if that was the way to train, to which he replied, "oh I don't have to train, I can win all the races here without training." I wonder what he thinks now.

WHAT'S the matter with our Constitution Committee? Have they collapsed.

THE Referee is still alive although the "Looker-On" says he has "labored under great difficulties" of late.

WHEN Charlie Windheim, of the Fort Dearborns, gets into that racing costume of his he is a regular Billy Mestayer in disguise.

HOUSE and Roe, the "Star" agents here have dissolved partnership, Mr. Roe going out and Mr. House continuing in the business under the firm name of S. L. House & Co. "Tom" says he is going to give all his time and attention to building up the Referee.

THE Referee says: "Charlie Sieg brought in four alleged cuts of prominent cyclists a day or two ago. They will be used to advertise

the next dog show," and now Corey, Randall, Hosford and Seig, the "four alleged," are looking for the "Looker-On" with shot guns.

SPOONER, of the Lincolns, now holds the twenty-four-hour record for Chicago, he having covered 231 miles, thereby beating Mason's record, of the Illinois, by 13 miles, and every rider here is anxiously waiting for an extra "postal" from Conkling announcing the result and the reason why "no spokes were broken or repairs needed" on the wheel ridden.

RIGGS, of the Illinois Club, is still waiting for good weather to take a good crack at the twenty-four-hour record here. He has had tough luck in regard to weather. He hid himself to Milwaukee Saturday before last so as to be ready to have a go at the Milwaukee-Chicago record if Sunday proved favorable. Sunday was a fine day, but the wind was a gale and blowing the wrong way. Frank called himself hard names for not staying in Chicago and starting from that end.

I SAW Bob Ehler skimming along on a wheel the other day; he said it was the first time he had been on one since he left last year. It's a pity Bob was not content to remain an amateur, for he is the easiest rider as well as the most graceful I ever saw, and with a little training can show the dust to nearly all of them. By the way, President Sloan, did Bob ever resign from the Illinois Club after that McCurdy fiasco, or is he still a member, and if so, how is this accounted for when you claim to be a League club? I ask this as I understand that Bob still claims to be a simon-pure amateur and a member of the League, and also that he intends taking part in all racing events here in the future. If so, why not have his case investigated, and see how much fire there was where so much smoke came from last fall?

THE consolidation scheme between the two oldest clubs here and between the largest and smallest in point of number is still the all prevailing topic among wheelmen, and many and various are the prognostications made as to the result. I understand that everything is satisfactory to the Boards of Direction of both clubs with the exception of the financial phase of the case. It seems that both clubs have a small indebtedness hanging over them, the Chicagos having more of an obligation on their hands than the Dearborn Club; the latter is inclined to think that the Chicagos have an elephant they want to have help in keeping and are therefore anxious to join the Fort Dearborns, thus making both clubs liable for the double indebtedness. The fact is that after the consolidation the Chicagos will drop out one by one, go back to their first love, the C. B. C., and, free from their heavy load, drift on calmly with the tide as formerly, content with their deeds of valor done in the past, and with many a quiet chuckle as to how Ayer and Thorne (they with the fine Italian hands) came it over the Dearborns. I do not believe there is any ground for this argument, but if both clubs will accept a suggestion from "The Stroller," he would say, why not come to each other with clean hands? That is, each club wipe out its entire indebtedness independently. The Chicagos, although few in number are perfectly able to go down into their jeans and contribute sufficient of this world's goods to pay off every dollar the club owes. The Fort Dearborn members, although not as well fixed financially as their Chicago brethren, can, at a very small contribution per capita, raise enough to put them on an equal footing with the Chicagos. When I was a member of the club no one ever refused to contribute his mite for the good of the cause.

ALREADY the boys are making plans for trips by wheel next summer. A party of four will wheel through Pennsylvania to Philadelphia, thence to Baltimore and Washington. SYRACUSE. Returning by way of New York, they will probably ride from New York to Albany, a route taken by two of our club men this past summer, and which they speak of very highly. Personally we know of no better way to spend a vacation than on the wheel, and we hope to see the Syracuse Cycling Club well represented throughout the country next summer.

AT the last club meeting a Room Committee was appointed, whose duty it is to look after the rooms and be a constant reminder to those of our members who are careless. With care and a very little trouble our rooms can be kept fit to receive the queen, but if we cannot keep our present rooms in a tidy condition all talk of obtaining a house for club purposes should be suppressed.

AND in those days there came a man surnamed Rice, the Diamond King, and he said unto the fathers of the wheel club, "Sires, I will cause to be brought to you my billiard table, which my ancestors wrought on before me." And the fathers rejoiced among themselves and were exceeding glad. And straightway the King caused his servants to take the table to the palace of the wheel club. Then

the wheelmen did arise and celebrate; yea, verily, they did celebrate with a mighty hump, and did hustle like unto their forefathers. And this feast did last for four and twenty days, and Rice was called "Dandy," "The Stuff," and other names of like nature.

NEWS

AND COMMENT.

lations and wishes for his and his wife's happiness in their new relation to each other.

GOOD-BYE professionalism.

THE date of the Richmond, Va., race meeting is postponed to Oct. 29-30.

H. L. PYLE, of Wilmington, Del., recently rode 100 miles in 8h. 35m. His mount was a Springfield Roadster.

THE appointment of Mr. C. S. Davol of Providence as chairman of the Racing Board is an excellent selection.

MR. GEO. M. HENDEE was lately married to Miss Edith M. Cordwell, of Chicago. We extend congratulations.

THE Boston Club have formed a bowling club. The first of the meetings will be held at the Allen Gymnasium Oct. 30.

REMEMBER the date of the meet of the Berkeley Athletic Association is Oct. 27. It will be one of the finest race meets of the season.

ATLANTA (Georgia) championship has been decided by a series of three races between E. Durant and H. Ried. Durant won them all.

LOOK out for Veloce safety No. 289. The right foot rest is missing. This machine has been stolen from R. L. Edgett, of Bradford, Pa.

CONGRATULATIONS are in order to Mr. and Mrs. Joshua Reynolds, L. A. W. Representative Third District, New York Division. "A bouncing boy!"

MR. BOWEN, of Buffalo, had a narrow escape from burning up. The timely discovery of the fire and the good work of the fire department prevented much loss.

ITALY is not the cyclists' paradise, if we are to believe the statements of tourists, who claim they are subjected to all sorts of annoyances at the hands of the Italian Custom House officials.

PITTSBURG is threatened with a six-day female bicycle race. Quarantine has not been established against the Smoky City, but it probably will be as soon the threatened affliction becomes a certainty.

ROWE has been guilty of the crime of perpetrating a "double cross" in the Temple-Rowe affair. This crime we are told is held by sporting men as being the very worst that can be charged vs. a man.

FIRST we hear that H. E. Ducker will make Boston happy by coming here to live, and then we hear that the Pacific slope will be blessed with Henry's presence. Is it the Pacific or the Atlantic, Henry?

TOM ECK has added another interesting chapter to the history of his matrimonial ups and downs, by running away with his wife, thus stopping effectually all proceedings in the famous divorce suit. The wife's family cry "abduction," others say 'twas a mutual skip.

"HOWARD," the well-known New York contributor to the Boston Globe, says: "The fact is these wheelmen are a nuisance. They care nothing for nobody." Which sentence may be forcible but it is not grammatical.

WM. VAN WAGONER, of Newport, R. I., proposes to have a go at the great Eagle Rock Hill. The date set is Nov. 15th, and his mount will be a Star safety, a stock machine with ordinary gear and levers. He hopes to better Coningsby's record.

MR. J. J. Moriarty of Granby, Mass., lately took part in some races at Belchertown, Mass., in one of which he took a cash prize. As Mr. Moriarty is a cyclist and sometimes rides in bicycle races we are requested to warn all amateurs against riding with Mr. Moriarty in cycle races.

IN the town of Suffield, Ct., a corporation meeting was lately held to consider the proposition of prohibiting wheelmen the use of the sidewalks. This district is described in route 1 page 13 Connecticut

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THE FASTEST COASTER OF THEM ALL.

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Road Book at Warehouse Point. A Mr. J. B. Bouchier appeared at the meeting and made an urgent appeal against the proposed ordinance as he claimed the roads were impassable. So well did he plead his cause that the vote was passed to table the prohibition proposition indefinitely. The Hartford Wheelmen are properly grateful to Mr. B. for his successful efforts on their behalf.

MR. and Mrs. L. H. Johnson, of Orange, on a Premier tandem safety, rode from Plainfield to Orange in 1h. 55m. The best bicycle record for that distance is 2 1-4h., and the best tandem tricycle record is 2 3-4h. The road for a good part of the way had to be walked by Mr. Johnson.

THE New Haven Bicycle Club has hired the New Haven Opera House for the evening of Nov. 28th, Wednesday evening, day before Thanksgiving. The programme is not made up entirely as yet, but they will have some of the best local talent, also fancy riding by some professional, and a first class programme generally.

L. A. W. No. 18189 thus complains to us: "I am a member of the L. A. W., and although it may seem strange I cannot vote. Living in Brooklyn, yet I am not counted as a member of the New York Division. In March, 1888, I joined the L. A. W., being at that time a resident of Toledo, Ohio. In September I moved to Brooklyn and desired to be transferred to the New York Division, when I discover that the laws of the L. A. W. 'do not permit a member to be transferred from one Division to another,' in fact to use another's words, 'a man who moves is left out in the cold.' Now do you think this is right? Because I joined in one State and then moved into another, is that any reason why I am to be barred from the privileges of resident members. There should be some provision in the L. A. W. rules for such members, or what is the use of belonging? [We agree with our correspondent, there should be provision made for such cases as his.—ED.]

ST. GEORGE'S ENGINEERING COMPANY.

IN this issue will be found the advertisement of the St. George's Engineering Company, of Birmingham, England. They are the makers of the well known New Rapid machines. The fact that this advertisement comes direct from the home office is worthy of note as an instance of enterprise. It is also a pleasant acknowledgment as to the value of our paper as an advertising medium. We call attention to their advertisement and would suggest that their space be watched for future and important announcements.

THE DEATH KNELL OF PROFESSIONALISM.

IN our issue of the 28 September, we printed a challenge to race for a stake and the championship, from W. J. Morgan, on behalf of Ralph Temple to W. A. Rowe, and a deposit of \$100 was placed in the hands of the editor of this paper at the same time, by Morgan, as an earnest of good faith. That it was the original intention of Morgan to run the race on its merits we believe. However, as that may be, the articles of agreement as given to the public also appeared in these columns, and these articles were drawn up and signed in our office, and at the same time the deposit of \$100 was withdrawn from our hands and placed in the hands of the Lynn Item. We are glad this was done, and we are glad of the reason given, that they were "afraid" to leave the money in our hands. This is a tribute to our integrity and probity, which we appreciate. They well might be "afraid" that we could not be safely approached to take any part or have any knowledge in the crooked proceedings agreed upon by the "Big Four."

Having made up their minds to run the matches crooked, they took Mr. S. S. Merrill of Lynn into their confidence and made him referee.

Both Morgan and Alley charge each other with being the first to suggest making the match a crooked one. Alley says he was first approached by Morgan in Boston, at the Creighton House, and Morgan denies it, and says he was first importuned by Alley. We do know, however, that after the straight articles were signed in our office the following crooked agreement was drawn up in triplicate, one for Morgan to hold, one for Alley and one for Mr. S. S. Merrill of Lynn. This agreement read as follows:

Boston, Sept. 24, 1888.

We, the undersigned, do hereby agree that all previous contracts and agreements heretofore made between us or our agents in regard to articles of agreement entered into the 20th of September are hereby made null and void. We hereby agree to three bicycle races, one, five and ten miles, one to be won by W. A. Rowe, one by Ralph Temple, the third to be a dead heat, and to be so decided by a referee. We also agree that all stake money shall be paid back by the stakeholder and referee. S. S. Merrill of Lynn shall be made final stakeholder and referee. Gate money, after 10 per cent. net profit, which shall be paid W. J. Morgan, to be equally divided. Each party and the referee to hold one of these agreements, same to be handed referee and to be destroyed at close of races.

(Signed)

W. J. MORGAN for RALPH TEMPLE.
F. L. ALLEY for W. A. ROWE.

After one false start the men got away, and Kingsland at once set a rattling pace. Pope, of the Baltimore Club, tried his best to hold Kingsland, but the Rambler man proved too fast. Then Tyler and Hinds tried Kingsland's metal, but he shook them and increased his lead. A good fight for the other places was kept up, and the order of finish was as follows: Kingsland, Tyler, Clotworthy, Hall, Le Cato, Hinds, F. Eisenbrandt, Pope, Beatty, Bresee, Eigenrang, Day, Denmead, Reynolds, E. Eisenbrandt, Mott, Weddekind, Snyder, Sultan and Warwick.

This gives the cup to the Maryland Club, that team scoring 61 points, the Ramblers 57, the Baltimores 51 and the Centaurs 41.

Only the first four to finish were timed, Kingsland's being 31.20 (1.16 more than last year, when he also finished first); Tyler's, 33.11 1-5; Clotworthy's, 33.24; and Hall's, 33.26.

The race was witnessed by over 5000 people, many of whom were ladies.

Another victory will make the cup the property of the Maryland Club, which was victorious last year.

THE TANDEM RECORD.

OUR English exchanges bring in tidings of the wonderful performance of Mr. and Mrs. J. G. Smith at Long Eaton on a tandem tricycle. Mrs. Smith in conjunction with her husband has already made a name for herself in the record breaking line. The times were taken by Pembroke Coleman, official timekeeper to the National Cyclists' Union. Appended are the full times:

6	-	-	-	*0	19	20	3-5	16	-	-	-	*0	53	1	2-5
7	-	-	-	*0	22	43	2-5	17	-	-	-	*0	56	22	1-5
8	-	-	-	*0	26	8	1-5	18	-	-	-	*0	59	46	3-5
9	-	-	-	*0	29	29	1-5	19	-	-	-	*1	3	6	1-5
11	-	-	-	*0	36	8	2-5	26	-	-	-	*1	26	51	4-5
12	-	-	-	*0	39	28	2-5	27	-	-	-	*1	30	14	3-5
13	-	-	-	*0	42	51	1-5	28	-	-	-	*1	33	36	2-5
14	-	-	-	*0	46	13	2-5	29	-	-	-	*1	37	3	3-5
15	-	-	-	*0	49	37	3-5	30	-	-	-	*1	40	24	1-5

* Denotes records. **Denotes world's records.

RACES AT QUINCY, ILL.

PERCY STONE, Frank Mehlig and Harry Gordon got back from Quincy this morning and state they had a fine time. The boys were treated royally during their stay there and if I am correctly informed, part of them were quartered at the Mayor's residence.

The wheelmen's ball, on the night of the first day, was a grand full dress affair. The races resulted as follows: Hill climbing, John Stout in 1m. 21s.. First day's races: half-mile dash, Lumsden 1st in 1m. 23s; Stone 2d; mile dash, Percy Stone 1st, Lumsden 2d; 5-mile professional, Knapp 1st, Crocker a close 2d. Time, 18 1-2m. 3-mile professional, this was the race of the day and was won by Crocker in the remarkable time of 5m. 1s., Grant Bell 2d, Knapp and Neilson distanced.

Second day's racing: half-mile amateur race—Percy Stone, first prize; A. E. Lumsden, second.

Half-mile juvenile race—Kirk Shawgo, first prize; Montie Levy, second.

One-mile professional race—R. Neilson, first prize; N. G. Munger, second.

One-mile safety race—A. E. Lumsden, first prize; Colie Bell, second.

One-mile unicycle race—Bert Meyers, first prize; Harry Gordon, second.

The prizes in all races were gold medals.

On account of the cold weather the attendance was very small. The first days races were on a fine one-half-mile track and the second day's events were contested on an eight lap cinder track in Highland Park. LINNEUS.

MAINE DIVISION RACES.

THE first annual race meet of the Maine Division of the L. A. W. was held at Fairfield Thursday, Oct. 11th, and was attended by representatives from Portland, Saco, Biddeford, Augusta, Skowhegan, Lewiston, Belfast and Bangor.

The majority of the cyclists arrived in Waterville Wednesday night and attended a grand ball gotten up for their especial benefit by the Kennebec Ramblers, of that city. It was a very enjoyable and brilliant affair, and one long to be remembered by the visitors. The next day was bright and cold with hardly a cloud in the sky, a perfect day for a race, the only drawback being a slight breeze. In

the afternoon the wheelmen repaired to the Fairfield grounds, three miles from Waterville, where a large audience was assembled to witness the exciting races which took place, of which the following is the official programme:

Officers of the day—Referee, Chief Consul F. A. Elwell, who had the management of the whole affair on his shoulders; judges, A. L. Cummings of Biddeford, C. C. Tewksbury of Portland, and G. C. Priest of Belfast; starter, Fred H. Neal of Fairfield; clerk of course, J. O. Whittemore of Fairfield; timers, Dr. F. A. Crossman and A. E. Cilleg of Fairfield.

List of entries—One-mile L. A. W. championship, R. T. Patten, of Skowhegan, and C. S. Myer, of Fairfield. Patten won in two heats. Time, 3.25 1-4 and 3.59.

One half-mile L. A. W. championship, G. W. Barnes, Portland; Will Baker, Skowhegan; and W. M. How, Waterville. Barnes won the first heat in 1.38; Baker the next two in 1.47 and 1.48 1-2.

One-mile dash—free for all amateurs—for Pope cup, Patten, Wyer and Wm. Windle of Lynn, Mass., the latter handicapped 100 yards. Windle won in 3 minutes, and directly afterwards gave an exhibition half-mile dash in 1.23 3-4.

Three-mile L. A. W. championship, Patten, Wyer, W. G. West, of Portland, and C. Crosby, of Bangor. Patten won in 10.55.

Prizes—Gold and silver medals.

THE WARWICK PERFECTION BICYCLE.

THE name of Warwick among bicyclers is almost a household word, made famous by their specialties in certain parts of the construction of a bicycle. This article, however, will deal more specially with the product of the Warwick Cycle Co., of Springfield, the head of the concern being one of the original Warwicks of the above mentioned fame.

Having occasion to be in Springfield the other day, we made it our pleasant duty to call at the factory of the Warwick Co., which is situated in a commodious brick building at the juncture of Broad and Hanover streets. We found Mr. Geo. T. Warwick, the President, and Mr. George K. Tapley, the Treasurer, and having expressed a desire to pick up facts in regard to their particular make of machine, we were courteously shown over the factory, and were shown the machine in its different stages of construction, as well as perfected. The factory is well stocked with new and specially constructed machinery, as it is the intention of this company to manufacture every part of the bicycle with the exception of the rubber tires. They will construct their own backbones, rims and forks from steel furnished them from the best furnaces of Sweden. Mr. Warwick informed us that an order of five and one-half tons of this Swedish steel was expected to arrive daily at their factory in Springfield. There are at present thirty-five men engaged in the manufacture of this bicycle, and they have partially completed over one thousand machines which will be ready for delivery about the middle of winter. This firm is the youngest to-day in the manufacturing family of this country. The enterprise is backed by the well known mechanical skill of Mr. George T. Warwick, whose inventions of the specialties used on this bicycle alone are sufficiently important and valuable to place his name among the most prominent originators and inventors in the cycle business.

All the parts of this machine are made of drop forgings, and in the great racks were the different parts, stamped from the very best of Swedish steel, and we were much impressed with the excellence and evident skill of the workmanship in making the dies shown therein. In showing the bicycle complete, Mr. Warwick stated (and the facts bore him well in his statement) that the machine was "original" from the top of the handle-bar to the lowest edge of the rim.

We will now take the machine piece by piece, and show wherein its claimed advantages lay. In the first place, the front fork and the backbone are of the well-known Warwick pattern. The thickness of the tubing being gauged so that where strength is most needed there it is the thickest. During 1887 there were over five thousand sets of these backbones and forks sold in England alone, a splendid comment as to their estimated worth and excellence.

The handle-bars are made on the principle of the forks and backbones. Instead of being made of tubing of the same gauge the whole length, the thickness of the tube is made much greater close to the head, the spot where almost always they bend or break under special or extra trial. It has also been found that by applying these methods in case of a bend they are much more easily straightened than in the case where the tube is the same thickness the whole length. They are made to taper very gracefully to the handles, and are of the usual cowhorn shape. The handles, instead of being parallel or at right angles with the handle-bar, are placed on a slant so that the back part of the handle-bar points inward. This gives a much more natural position to the hand than if they were placed at right angles. The handle-bar is detachable, and is placed on the

head of the machine by means of a tapering and long socket. On the back of the head a small lug projects, and on the back of the socket, which fits over the head, is a corresponding lug. These two lugs are held together by means of a screw. To still further make the head firm and solid in position the locknut, which also receives the upper cone of the backbone neck, is screwed down into position and held there by means of a milled edge. This is kept from turning by means of a dog, which in turn is held in position by means of a small screw, fastened into the handle-bar socket on the inner side.

The brake is an entire departure from that ever seen before on an ordinary bicycle, and is of the pattern known as the "direct action plunger." By the adoption of this style of brake the brake lever is brought directly under the hand, instead of in front of it, as in the ordinary form of brake. It is very powerful, and the least pressure is required to bring about the desired results of any brake that we have ever seen.

The dust cap is made so that it covers the entire head, and makes the introduction of dust and dirt into the steering centres an absolute impossibility. In fact a feature of this machine, and one which pleases us exceedingly, is the great care and skill which has been shown in making all the bearing surfaces actually dust proof.

The rims on the wheels are an improvement on the original Warwick pattern, from the fact that only one set of holes is bored into the rim, thus enhancing the strength, and by the method of inserting the spokes, which we shall now describe, does away with the necessity of removing the tires in case of a broken spoke.

The spokes are tangent and each one is separate, being headed into the hub in such a way that the spokes can be removed in case of a necessity. The method of fastening the spoke to the rim is as follows: The spoke proper has a fine thread cut on to the end. On to this a nipple is screwed. The upper part of the nipple is enlarged, something after the manner of a pin head. On the outside of this there is a still larger nipple with a smooth inner surface, which fits close to the first or small nipple. It is made so that the natural gauge of the wire has free play but the headed nipple will not pass through. This large nipple has a screw on it made to fit the corresponding thread cut through and into the under side of the rim. This is screwed up until the head of the small nipple comes against the inside shoulder of the larger one, which is, of course, on the inside of the rim, and by screwing or unscrewing it the spoke is tightened or loosened, according to requirements. The beauty of this spoke is that it can be inserted by anybody who knows enough to put a screw into a thread, and by this means the rider, in case of an accident, is enabled to put in a spoke at a cost of some five or six cents, without the necessity of going to a repairer, and having a tire removed at a cost of some fifty cents or a dollar.

The tires are made with a deep section, that is to say, in section they are egg-shaped, and are molded so as to fit snugly into the rim, with a slight shoulder projecting over the edge of the rim. These tires are made so that they have to be forced over the edge of the rim, they being made the exact circumference of the inner or concave surface. There is a core inserted in this tire, which strengthens and holds the tire in place, without any cement being used, but to make it doubly sure, and to keep out the dust and dirt, cement is used. We are told by Mr. Warwick that they would guarantee these tires from coming loose, after having once been properly inserted. The rubber is of the very best quality, and is elastic and tough in the extreme.

We now come to the bearings, which are dust-proof, and are of a peculiar construction, inasmuch as the adjustment; instead of being lateral is made vertical, it being held that the wear on the balls and bearings is vertical and not lateral, and therefore the adjustment should be also vertical. The axle is grooved to receive the balls in the usual manner, and the bearing surfaces attached to the fork are made in halves. These two sections are enclosed in a solid steel case. A cap is screwed into this case in front, holding the sections in place and making them absolutely dust-proof. An adjustment is made from the under side of the bearing, by means of a screw through the solid steel case. This screw is turned so that

it presses up against the lower section of the bearing case. As soon as a proper adjustment is secured, the screw is fastened by means of a locknut. The back wheel bearings are also ball, and the adjustment is also vertical, but the method of securing the said adjustment is very ingenious. The spindle is grooved to receive the balls, and the case which holds the balls in the wheel hub is made in three sections. On the face of these three sections a scroll is cut. A cap which covers the bearings, screws into the hub. On the face of this cap a scroll is cut also, and this fits into that of the three sections above alluded to. The result is that when this scroll is turned it draws the sections together, and by means of a locknut the adjustment is held perfectly rigid. It can be understood that this adjustment, by means of engaging the thread of the scroll work on the casings and cap, and by turning the latter, these sections are drawn toward the centre of the spindle. In this way the vertical adjustment is secured. This bearing is absolutely dust-proof.

The pedals are also ball, and the adjustment and air-tight excellence are similar to those employed on the front wheel.

The anti-vibration adjustment, which is one of the most original features of the bicycle, we have already described and is as follows:

Inside the bearing frame and underneath the fork is a spring made of steel and rubber. The steel takes the strain and the rubber takes the vibration; thus, vibration is reduced to a minimum. This is a point that cannot fail to be of inestimable value. By means of a set screw the bearing can be perfectly adjusted to the weight of any rider. For a heavy man the screw is tightened, which closes the spring, allowing it to receive the extra weight. The bearing is simple, jointed to the bearing frame, which gives an elastic and easy motion when the wheel comes in contact with rough surfaces. Another device holds the frame rigid in such a manner as to take up all side strain.

We now come to the saddle, which is also designed to reduce vibration. The saddle is suspended upon springs of India rubber, which play an important part. Another great feature of the saddle is the side rocking motion, which will be heartily endorsed by every wheelman who has the good fortune to possess one. By means of an India rubber buffer, the saddle yields to, instead of resisting the shocks to which it is subjected. A simple but most ingenious device renders the leather non-stretchable. This point cannot fail of appreciation, as every wheelman knows that a saddle when once wet by perspiration or rain is more or less injured, and sags to such an extent as to make riding decidedly uncomfortable. Two thin strips of sheet steel extend the length of the underside of the saddle by which any stretching is absolutely prevented. Underneath, and being a portion of the saddle is a neatly arranged leather case, which on being opened, reveals pocket holders for oil can, wrenches, etc. It is compact, out of sight, but easy of access.

We were then shown by Mr. Warwick the frame work and wheels of their new

SAFETY BICYCLE.

the description of which in full will appear in these columns in the course of a few weeks. Briefly, the form of the frame will be such as to enable both sexes to ride it. Great strength is secured by means of the use of double tubing for the frame. A great feature of the machine is its steering. It is a well-known fact that the objections to the usual steering of the safety is its sensitiveness. To overcome this difficulty has been the aim of the Warwick Cycle Co. The device in brief is as follows: The steering centres are similar to those commonly used, but instead of continuing the steering head so as to attach the handles it is cut off short, and on the side nearest the rider a semicircle of gearing cogs are cut. About three inches back of this head another socket is made, into which an upright steering rod is inserted, and at the top of which the handle-bars are attached. On the outside of this steering rod, which is made to turn in a socket, is another set of gearing cogs. These engage the cogs first described. On the same principle as gearing down, the turn of the handle-bar is transferred to that of the steering wheel only in one half a degree. In other words a turn of the steering rod of say one half an inch transfers the motion of the steering wheel just one half, i.e., one fourth of an inch. These two sections of gearing are held firmly together by means of an eccentric, which in turn is pressed against the opposite surface by means of a stiff spiral spring. The anti-vibration bearings will be attached to both front and back wheels, and the bearings will be similar in every respect to those of the ordinary. It is expected that these wheels will be completed and on the market in the course of a couple of months. As before stated, we shall give a more exact description of this machine later.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written; see advt. Send in 25 cents for a copy. It's value received.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - Room 27.
ABBOT BASSETT, Secretary.

THE politicians are trying to prove that American laborers get larger wages because they do more and better work than do the Englishmen in their own country. A case in point: The C. T. C. with 21,000 members employs thirteen clerks and gets out a monthly paper. The L. A. W. with 12,000 members employs two clerks and issues a weekly paper. Let the eagle scream.

Missouri Hotel.

The Arcade House has been appointed League Hotel at Higginsville, Mo. Regular rates, \$2.00 per day, meals, 50 cents. To L. A. W. members, \$1.50 per day, meals, 35 cents. Yours truly, W. M. BREWSTER.

Maryland.

Mr. E. P. Hayden is this day appointed representative to the State Board.
The Barton House is appointed League Hotel at Hancock, Washington Co., Md. Regular rate \$1.40 per day. L. A. W. rate \$1.25. Respectfully yours, ALBERT MOTT, Chief Consul.

Pennsylvania Appointment.

I have appointed as representatives for this Division, W. D. Supple, 505 Market st., Phil., Thomas Hare, Phil. Very respectfully, GEO. A. JESSUP.

Missouri Consuls.

I have appointed Local Consuls for this Division as follows, viz:
Columbia, Mo., Prof. H. C. Penn.
California, Mo., W. D. Sheriff.
Fredericktown, Mo., W. Nifong.
Grant City, Mo., W. N. Hotelling.
Farmington, Mo., John Koen.
Mexico, Mo., G. S. Pasqueth.
Jonesburg, Mo., H. S. Rittenhouse.
Unionville, Mo., Frank Hale.
Fraternally, W. M. BREWSTER, Chief Consul.

Connecticut Division Board of Officers Meeting.

A meeting of the Board of Officers of this Division was held in Hartford on the afternoon of Saturday, Sept. 29th, for the election of delegates and to transact any other business that might be presented.
The meeting was called to order at 2.30, Chief Consul Larom in the chair.
On motion of Mr. Brockway it was voted to pay the expenses of the delegates who should be chosen to represent the Division at the National Board of Officers' meeting.
Stephen Terry, of Hartford, and Henry C. Ward, of Middletown, were elected delegates.
Chas. G. Huntington, of Hartford, and C. L. Brockway, of Middletown, were elected alternates.
The plan of adopting the *Cyclist*, the only cycling paper published in Connecticut, as a division organ was discussed at some length, and a committee, consisting of the Secretary-Treasurer and David J. Post, was appointed to get terms, etc., and to report to the Board at a later meeting.
Upon motion of Mr. Post a salary of \$25.00 was voted the Secretary-Treasurer for the ensuing year.
Adjourned. E. A. DE BLOIS, Secretary-Treasurer.

Tennessee Board of Officers' Meeting.

The Board of Officers of the Tennessee Division met in Clarksville, October 10th, at 5.30 P. M. The Board was called to order by Chief Consul Wilson.

The Chief Consul reported that active Local Consuls were being appointed over the State, provisions were being made concerning League hotels, and that he had sent out recruiting circulars over the State. The Secretary-Treasurer reported a small balance in the treasury, and all Division debts as paid up to date. The question as to the possibilities of issuing a road-book was discussed, and it was agreed that a special committee of five be appointed by the C. C. to investigate the matter and report to the Board. It was also agreed to instruct the Local Consuls to have sign boards put up before the beginning of another season.

The following Standing Committees were appointed:
TOURING—C. J. Scherer, Memphis, Chairman; L. C. Hessler, Knoxville; T. C. Petri, Nashville.
FINANCE—F. N. Smith, Clarksville, Chairman; W. Klyer, Memphis; J. D. Herndon, Clarksville.

RULES AND REGULATIONS—J. C. Combs, Nashville, Chairman; J. R. Scates, Union City; R. W. Slusser, Memphis.

IMPROVEMENT OF HIGHWAYS—Ed D. Fisher, Nashville, Chairman; John S. Miller, Clarksville; Jos. McCampbell, Knoxville.

RIGHTS AND PRIVILEGES—Robert Rhodes, Jr., Nashville, Chairman; P. E. Cox, Franklin.
Vacancy in the last committee to be filled later.

There being no further business, the board adjourned.
J. R. WILSON, Jr., Chief Consul.

Tennessee Appointments.

I hereby appoint the following special committee on Road-Book: C. J. Scherer, Memphis, Chairman; Ed. Fisher, Nashville; G. A. Wilkinson, Chattanooga; L. C. Hessler, Knoxville; B. A. Patch, Clarksville.
This committee will please find out the cost etc. of printing a road-book with suitable maps and other information, submitting the plans to the C. C. as soon as possible.

Mr. L. C. Hessler has been appointed Local Consul for Knoxville. Fraternalty, JOS. R. WILSON, Jr., C. C. of Tennessee.

Connecticut Division.

I have appointed the following committees for the Connecticut Division L. A. W.:
Improvements of Highways—T. W. Gillett, Danbury, Chairman; Wm. Darrow, New London; J. H. Pomroy, New Haven.
Rights and Privileges—Wm. Collins, Meriden, Chairman; Dr. C. R. Upson, Waterbury; E. A. Todd, New Haven.

Touring—J. H. Whiting, New Haven, Chairman; Edwin B. Gager, Birmingham; Stephen Terry, Hartford.

Racing—L. A. Miller, Meriden, Chairman; H. H. Chapman, Hartford; A. G. Grundle, Hartford.

Rules—H. W. Loomis, New Haven, Chairman; Dr. T. S. Rust, Meriden; E. Steward Sumner, Bridgeport; I hereby appoint the Local Consuls from this date.

Hartford, H. H. Chapman.
New Haven, W. F. Perkins.
Meriden, Wm. Collins.
New Britain, Chas. C. Rossburg.
Bridgeport, C. A. Moore.
Stamford, W. D. Durham.
So. Norwalk, J. M. Ferris.
Norwich, Wm. M. Ransom.
Danbury, T. W. Gillett.
Waterbury, W. G. Hughes.
Ansonia, Chas. E. Remer.
Avon, George A. Saunders.
Bristol, Edson M. Peck.
Birmingham, E. J. Keeler.
Burnside, Geo. L. Forbes.
Danielsonville, Edwin P. Lyon.
Durham, C. H. Leach.
East Hartford, R. L. Pilling.
Greenwich, D. W. Lent.
Lakeville, M. H. Robbins.
Lime Rock, W. R. Boardman.
Litchfield, W. H. Sanford.
Mt. Carmel, H. F. Woodruff.
So. Manchester, J. B. Hubbard.
Middletown, A. H. Rutty.
New London, Wm. Darrow.
New Canaan, L. A. Sutton.
Naugatuck, C. L. Moore.
Plainville, C. W. Cowles.
Portland, E. H. Wilkins.
Riverton, F. L. Stevens.
Rockville, H. T. Homes.
Suffield, L. H. States.
Stonington, W. H. States.
Stratford, E. W. Hammond.
Southington, A. J. Cutting.
Westville, H. H. Taylor.
Windsor, H. H. Ball.
Westport, C. Barum.
Williamantic, J. H. Dawson.

C. E. LAROM, Chief Consul.

Proceedings of the Annual Meeting of the New York State Division held in Buffalo, N. Y., Sept. 4, 1888.

The meeting was called to order at 5.30 o'clock P. M., the Chief Consul presiding.

The reading of the minutes of previous meetings was dispensed with without objection.

Vice Consul Bull taking the chair, the Chief Consul submitted his annual report.

To the members of the New York State Division L. A. W.:
While this report is only supposed to review the work of the Division during the past year, I would call your attention to a few facts and figures which will demonstrate the practicability of organization, and show the progress we have made in the past three years.

Previous to Dec. 31st, 1885, I cannot find any official record of the status of the Division, but I know that at that time we had less than one thousand members, about eight hundred, I believe, and there was due the Division from its Treasurer about \$75.00. I cannot find from the records that we had any organization except in name. No practical work had even been attempted, not even the appointment of Consuls, and to illustrate the condition of affairs at that time, I find a matter of record, the National Board of Officers at their fall meeting, held in Springfield, Mass., Sept. 6th, 1885, instructed the Treasurer of the League to withhold sufficient funds from the New York Division to settle the claim which the National Treasurer held against the New York Division, unless the Division should settle within fifteen days.

Dec. 31st, 1885, I find our financial condition improved with a total membership of 1028, and \$793.11 to our credit in the treasury, but no evidence of having inaugurated any movement towards the proper organization of the Division.

Our advancement since Dec. 31st, 1885, is best illustrated by the following figures: Total membership, 2318; cash on hand, \$804.74; net worth, \$1089.89. Since May, 1886, we have perfected an organization that is a power in itself. We have one hundred and seventy-five Consuls, all active in the discharge of their duties and giving us an enthusiastic word and correspondent in every assembly district in this State.

We have compiled, published and distributed a road book, covering an edition of 2150, at a cost of over \$600.

We have secured the enactment of a law which defines our position on and protects us in the use of the highways of this State, and incidentally opened to our members that small tract of land known as Central Park, which had been closed to us since the advent of the bicycle and tricycle, despite the efforts of the leading cycling clubs of New York City, and the combined efforts of leading lawyers and about \$10,000.00 spent in the effort.

We have inaugurated a movement looking towards the improvement of the highways of this State, and it is proposed to give this the same hearty support that secured the passage of the "Liberty Bill."

We are also endeavoring to have erected at intersections and crossings of highways suitable guide boards, and it is proposed to agitate this movement until every township in the State complies with the law in this matter.

During the progress of organization and accomplishment of the work as noted above there has been dispatched from the Chief Consul's office over 25,000 communications, to say nothing of the letters received and answered by the committees having the work in charge.

The Committee on Touring assumed and performed all the work connected with the compilation and distribution of the road book. As a result of their labors, the members of this Division were presented with the most complete and correct book ever published.

The Rights and Privileges Committee, prepared and secured the enactment of the "Liberty Bill" besides attending promptly to the many cases which are continually being referred to the committee, and which entail an endless amount of correspondence.

The Rules and Regulations Committee prepared new Constitution and By-Laws, as those under which the Division was organized were found entirely inadequate. This Committee also conceived and perfected the plan by which the State was divided into districts for the purpose of election of Representatives on a more equitable basis, and in this New York was immediately followed by all of the larger State Divisions.

In my annual report submitted to the Division last September, I recommended that the Secretary-Treasurer be relieved of all duties except the handling of the funds, that his work be assumed by the Chief Consul and that the Chief Consul be allowed \$400.00 per year for clerk hire. I have been criticized severely by some for recommending this change, on the ground that it is a centralization of power, and gives too great a control of the Division matters to one officer. I wish to draw attention to the fact, however, that the recommendation made by me and acted on by the Division at their last annual meeting did not transfer to the Chief Consul any power delegated to the Secretary-Treasurer by our Constitution, but merely assigned additional clerical work to the office of the Chief Consul.

The clerical work of the Division should, in my opinion, always be delegated to one officer, and that officer should be provided with sufficient funds to pay for the work performed. This officer can either be the

Chief Consul or the Secretary-Treasurer. To me it does not seem a centralization of power, but a business-like method of dealing with the work connected with our organization.

As it will be necessary to revise our Constitution and By-Laws to conform with the new Constitution and By-Laws of the National body, I would recommend that in the revision a more explicit and definite provision be made for the nomination and election of the Executive officers and Representatives. That the supervision of the *count* of the mail vote be delegated to a committee composed of the Chairman of each standing committee, instead of the Rights and Privileges Committee. That all the clerical duties of the Secretary-Treasurer, except the handling of the funds and counting the mail vote be delegated to the Chief Consul, and the Chief Consul be allowed \$400 per year for clerk hire.

I would also recommend the revision of the New York Road Book and the publication of a Road Map of New York State. The book and map to be furnished to members of the League at \$1.00 and to the public at \$1.50. I am also in favor of making the book, as far as possible, a general road book, covering as much territory as possible outside of New York State, and on publication of the road book, such measures shall be used as will best bring it to the attention of the general public with a view to an extended sale.

I would also recommend that in event of any organized effort being made to repeal the act entitled, "An act in relation to the use of bicycles and tricycles," enacted in the Legislature, the Chief Consul centrally passed by the Division use every effort to defeat the movement.

In conclusion, I desire to thank the members and officers of this Division for the hearty support extended to my administration, and during the year on which we are entering, I shall endeavor to so conduct the affairs of my office as to merit a continuance of your support and confidence.

Respectfully submitted, GEO. R. BIDWELL, Chief Consul.

On motion of Dr. Butler, the Chief Consul's report was received and the recommendations contained therein, adopted.

The Chief Consul presented a financial statement of the Division which was ordered read in the sum mary, the detailed report after being audited by the Financial and Audit Committee to be published in the official organ.

On motion of Mr. C. H. Luscomb, the Constitution of the L. A. W. as adopted at Baltimore, was adopted as the Constitution of the New York State Division.

The Rules and Regulations Committee then presented for the consideration of the Division, new By-Laws consistent with the new Constitution, with the statement that they were presented to the meeting that they might receive any criticisms necessary and that they might go to the Board of Officers with the recommendation of the Division as here assembled.

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eleven delegates to the National Assembly by ballot, putting the names on the ticket." Carried.

On motion of Dr. Butler the chair appointed as tellers to distribute, collect and canvass the vote. Mr. Charles A. Sheehan, New York, Mr. George Dakin, New York, Mr. George Dakin, New York.

The vote according to the report of the tellers resulting as follows:

1—John C. Gulick,.....14
2—Dr. Chas. S. Butler,.....14
3—Chas. H. Luscomb,.....14
4—Wm. W. Share,.....11
5—Henry Gallien,.....14
6—Geo. Dakin, Buffalo, N. Y.,.....14
7—Wm. H. DeGraaf, New York, N. Y.,.....14
8—L. R. Adriance, Poughkeepsie, N. Y.,.....3
9—Geo. M. Nisbett, New York, N. Y.,.....9
10—F. B. Graves, Rochester, N. Y.,.....14
11—L. B. Potter, Brooklyn,.....11
12—Gerry Jones, Binghamton,.....14
13—E. J. Shriver, New York,.....3
14—Davis,.....1
15—Platt,.....1

Messrs. Gulick, Butler, Luscomb, Share, Gallien, Dakin, DeGraaf, Adriance, Graves, Potter and Jones were declared elected.

On motion of Dr. Butler Mr. John C. Gulick, New York was unanimously elected third member of the Executive Committee. On motion the meeting adjourned.

To the Members of the New York State Division

A full and complete financial report of the Division will be published in the next issue of the Bulletin, said statement being embodied in the report of the Finance and Audit Committee of 87 and 88. I regret the delay in publishing this report as well as the proceedings of the annual business meeting, but it has been unavoidable.

GEO. R. BIDWELL, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 161—Total 68—11,634 BOSTON, Oct. 19, 1888.

DISTRICT OF COLUMBIA DIVISION—2—163

Capital Bi. Club.
20836 Calver, Henry, 501 F st., N. W. Washington
20837 Low, Harry, 615 7th st., "

ILLINOIS DIVISION—11—730.

Aeolus Cycling Club.
20875 Bodach, L., 746 N. Hoyne ave., Chicago
20876 Boddiger, Chas., 3501 S. Halstead st., "

20877 Brignon, C., No. ave. and Dayton st., "
20878 O'Connell, J., 260 N. Chicago ave., "
20879 Dragoribus, P., 515 W. No. ave., "
20880 Schulz, Otto, 720 N. Robey st., "
20881 Steen, Carl L., 70 Park st., "

Illinois Cycling Club.
20886 Schaeffer, Carl, 235 Winchester ave., "

Unattached.
20829 Davis, Miss Rena E., 340 So. Leavitt st., "

20882 Crissey, A. A., " Marengo
20883 Stanford, A. H., "

LOUISIANA DIVISION—1—56.

Unattached.
20884 Grunewald, Rene, 127 Canal st., New Orleans

20885 Schaeffer, Carl, 235 Winchester ave., "

Unattached.
20870 Stehl, Chas. A., 32 W. Pratt st., Baltimore

Mr. Luscomb then moved "that we proceed to elect

MICHIGAN DIVISION—2—349.

St. Johns Bi. Club.
20850 Ferrier, Eddie A., St. Johns
Unattached.
20849 Peck, Jno V., Lansing

MINNESOTA DIVISION—1—115

Unattached.
20856 Clausen, A. C., 316 Nicolet ave., Minneapolis

MISSOURI DIVISION—6—343.

Missouri Bi. Club.
20858 Brown, Will, 220 Pine st., St. Louis
20859 Hutchins, H. S., 100 S. Broadway, "

Unattached.
20855 Winram, S. B., Jr., 708 E. 5th st., Kansas City
Unattached.
20857 Blackman, James H., 1101 Wash. ave., St. Louis
20851 Richards, Wm. F., 3100 Lucas ave., De Soto
20871 Coxwell, M. S., Box 215, "

NEVADA—2—2.

Reno Bi. Club.
20832 Barnes, F. A., Golden Eagle Hotel, Reno
20833 Jaques, C. F., "

NEW JERSEY DIVISION—14—725.

Brunswick Bi. Club.
20872 Mack, Edward, cor. Livingston ave. and Suydam sts., New Brunswick

Elizabeth Wheelmen.
20851 Grymes, J. Randolph, 585 Newark ave., Elizabeth

20852 White, N. H., 57 Orchard st., "

Orange Wanderers.
20859 Clark, Avery, 109 Walnut st., E. Orange

Plainfield Bi. Club.
20866 Beebe, Howard W., Plainfield

20868 Day, Mortimer L., "

20865 Doan, J. Hervey, "

20862 Dorman, E. S., "

20861 Erickson, J. E., "

20864 Hallock, J. H., "

20863 Hendrickson, Dr. F. E., "

20860 Hillman, C. W., "

20867 Simons, W. Lee, "

20860 Whitfield, W. L., "

NEW YORK DIVISION—20—2418.

C. T. C.
20839 Heller, J. W., 344 So. Pearl st., Albany
20835 Long, J. S., 377 So. Pearl st., "

Dunkirk Bi. Club.
20842 Alexander, C. J., Dunkirk
20843 Brooks, Wm., 1215 Centre, "

Long Island Wheelmen.
20841 Lipman, C. P., 128 Hancock st., Brooklyn

Syracuse Cycling Club.
20886 Beard, F. C., W. S. Peck & Co., Syracuse

20887 Brown, A. T., 113 Oswego st., "

20888 Hatt, Fred W., 10 Tully st., "

20889 Park, W. H., Madison st., "

20890 Petrie, E. F., 27 Warren st., "

20891 Rounds, H. A., 62 Lowell ave., Earlville

20892 Stanton, E. J., Syracuse

"WAY DOWN IN MAINE."

Maine had her first L. A. W. Meet, at Fairfield Park, Oct. 11th. There were several interesting events, including the half and mile L. A. W. Championship. Some of the Pine Tree boys rode Columbias, and those Columbias carried the first and second men over the tape winners in every event.



\$1.00 a Year.
5 cents a copy.

BOSTON, 26 OCTOBER, 1888.

Volume XVII.
Number 26.

WHY WE BLUSH.

WE acknowledged satisfaction after winning first and second in the greatest one hundred mile road race of the year—at Buffalo—where only six riders finished, and ONLY FIVE of the six rode VICTORS.

We added this to our list of "Battle Flags" side by side with such world's events as Clarksville, Crawfordsville, Big 4, Boston—all 100 mile road races, open to the world, and contested by all the large makers—and modestly retired.

We blush, because after all this glory---when a bicycle maker went clear South and got up a race at Nashville, Tenn., to try to show the usefulness of his bicycles, the said maker putting up the prizes in order to stimulate the game---three naughty boys without our knowledge or permission, wanting to make a sure thing of scooping all the prizes offered, bought VICTORS and entered the race.

Well, before we could stop them, they were off and away and at the finish came to the front in 1, 2, 3 order, taking all the prizes---bicycle, medals, shoestrings and all!

It wasn't the thing, and we apologize. We don't want the earth. We only want riders to know that VICTORS are built to get there suddenly, and we are very willing to give the other fellows a chance.

We make the VICTORS, but we are not the "largest makers in the world"---only the best.

Overman Wheel Co., Boston.

The St. George's Engineering Co.,

BIRMINGHAM, ENGLAND,

Are advertising in all the English Cycling Papers that they have made and sold this season

Two Thousand NEW * RAPID * SAFETIES,

And that out of all these machines they had not heard of a single broken spoke.

TRULY THERE IS A LOT IN THE

TRUE TANGENT WHEEL,

of which the ST. GEORGE'S ENGINEERING COMPANY are the inventors.

We understand the CLARK CYCLE CO., of Baltimore, are, or have been, handling "NEW RAPIDS."

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

WANTED—35-inch second-hand Safety Bicycle; good condition; lowest price. C. A. B., East Brookfield, Mass.

STOLEN from my residence on or about Wednesday, Oct. 17, a 52-inch enameled British Challenge, No. 31,249. R. J. DYATT, 935 Eighth avenue, New York.

SINGER TANDEM, Rudge Safety, new Tandem Annex, which will fit most Tricycles; will exchange for Typewriters [15], 805 Chapel st., New Haven, Ct.

STOLEN, from Columbus Camp Grounds, Columbus, O., a 45-in. Special Star Bicycle, No. 2532; full enamel except trimmings. Liberal reward for its recovery. L. A. SPRING, Springfield, Ohio.

TWO BICYCLES FOR TWO DOLLARS—52-inch Victor L. R., pattern '87; excellent order; not ridden over 300 miles. Victor Safety, '88 pattern, good order. 100 tickets to be sold at \$2 each; winner takes both, crated for delivery. Drawing when tickets are sold, which are now ready. Refer to First and Second Nat'l Banks here. A. B. REID, L. A. W. 3406, Clarion, Pa.

MUST BE SOLD! 52-inch Victor Bicycle; nickel finish; A1 condition. Price \$75. Address Lock Box 50, Wappingers Falls, N. Y.

FOR SALE—50-inch Expert Columbia; as good as new; at a bargain. Call or address No. 105 Magazine st., Cambridgeport, Mass.

SPECIAL NOTICE

—ON THE—

VIRGINIA EXPOSITION

—AT—

RICHMOND, VA.

Owing to the unsettled condition of the weather the dates of the third Annual Meet of the Virginia Division L. A. W., in connection with the Great Virginia Exposition have been

Changed to October 29th and 30th,

when the track will be in as perfect condition as any track in the country.

Two Professional Races, 16 Amateur Races. Prizes—Cash, Medals, Watches, Racing Wheels.

One fare from any portion of the country pays for a round trip to Richmond during the Exposition.

There never will be such an opportunity to view the great resources of the South and the historical points in and around Richmond.

Entry blanks on application.

ALEX. H. MEYER,

601 Broad Street, - - Richmond, Va.

STOLEN,

Wednesday, Oct. 17th, 46-inch Standard Columbia Bicycle, No. 5037; machine was pretty well worn, and bright parts rusted. Had parallel bearings. The Thief was a young man about eighteen or twenty, dark hair, dark eyes, face slightly freckled; height about 5 feet 6 inches. Ten Dollars will be paid for information that will lead to the arrest and conviction of the thief. HART CYCLE CO., No. 118 Arch st., Philadelphia.

AMERICAN BICYCLE CHECK.
HANDSOMELY NICKEL FINISHED.

BEST PADLOCK MADE.
AMERICAN Railway Equipment Co., LIMITED,
45 Broadway, New York.

Durable.
Convenient.
Effective.
Neat.
Secure.
Strong.
Simple.
Superior.

75c

THE NAME AND ADDRESS MAY BE ENGRAVED HERE

JOHN HARRIOTT,
MANUFACTURER OF
Bicycle and Athletic Medals,
CLUB PINS & BADGES,
DESIGNS ON APPLICATION.
3 Winter Street, Boston, Mass.

**THE STRONGEST KNOWN
Bicycle Elastic Cement.**



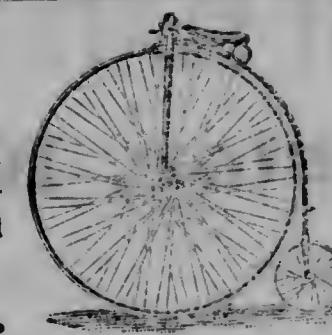
Used the same as Sealing Wax. No Naphtha Dries instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand wheels. Prices on all wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 97 G St., Peoria, Ill.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from \$6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

SPECIAL.

All Advertisements in this Department 20 cents a line.

W. S. MALTBY, Many New Features in Fancy Cycling. "The All Around the World and Champion Scientific and Artistic Cyclist." Open for engagements with Bicycle Clubs for Entertainments, Balls, etc. Address care Bicycling World Co., 12 Pearl st., Boston.

AS WE INTEND to discontinue the sale of Bicycles, we offer the following wheels at greatly reduced prices: We will sell either a 52, 53, or 54-inch New Mail Bicycle at \$95 cash. These wheels are all 1888 make, have Trigwell ball head, and have never been taken out of the original crates. J. B. FIELD & CO., Detroit, Mich.

STARS—Second-hand. Bargains. JOHN T. STARR, Coldwater, Mich.

A NEW WHEEL FOR FIFTY CENTS, of your old machine, with one coat of R. I. Enamel. The most durable and best substitute for baked enamel. Will be sent postpaid for postal note of above amount, if your dealer does not have it. WHITTEN & CO., Manufacturers, Providence, R. I.

A Few Second-hand Springfield Roadsters, in fine condition, for sale cheap. JOHN P. LOVELL ARMS CO., 147 Washington st., Boston, Mass.

10,000 PAIRS SPADE HANDLES, superior style and quality, at \$1.50 per pair. For particulars write C. H. METZ, Utica, N. Y.

HALL Type Writer for sale or exchange; do. Bicycles. Write us. Novelty Mfg. Co., No. Adams, Mass.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

WE COVER THE GROUND.



Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

L. A. W. BADGES,

For Gold Pins of the Official

Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, \$3.50, \$5.00, \$7.00 and \$8.00, according to finish. Diamond Badges \$15 to \$50 for the larger pins, and \$10 to \$30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



WE * STILL * HOLD * OUR * OWN.

Moderate Prices, Good Quality, Hill Climbing, Safety and Speed are features of merit which are sure to lead.

RECORDS FOR 1888.

L. A. W. Meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one mile safety, and one mile team race. Toronto, Canada, three mile road wheel, and one mile safety race. Rochester, N. Y., one mile, open to all, track record, 2.44 1-2; three mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half mile on record; also, two mile, 6.45 class.

J. R. Weld, of Medina, writes:

"In a club of twenty 18 ride Springfield Roadsters, and still we want more."

Remember Our Hill Climbing Records.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley, E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prout's Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park Street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in succession. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounded is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park Street Hills, and oblige?—Ed. BICYCLING WORLD.]

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all around road wheel. Catalogue free.

JOHN P. LOVELL ARMS CO., Sole New England Agents, 147 Washington Street.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

THE KODAK CAMERA.



KODAK—Rapid Transit Photography.

camera and mailed to the factory, where the negatives are developed and pictures finished and returned.

This relieves the operator of the only disagreeable feature of the work.

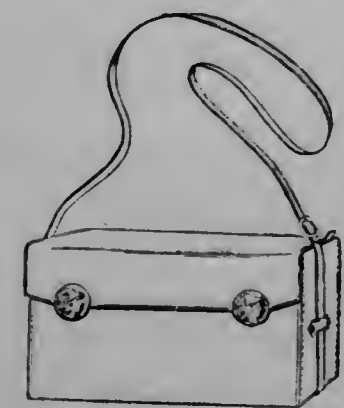
Each camera is provided with a handsome russet leather carrying case, with shoulder strap.

Every Wheelman should have one, and obtain by its use a valuable collection of interesting scenes and incidents—beautiful bits of landscape, and many other views that would prove both novel and instructive, and which could be secured on every trip.

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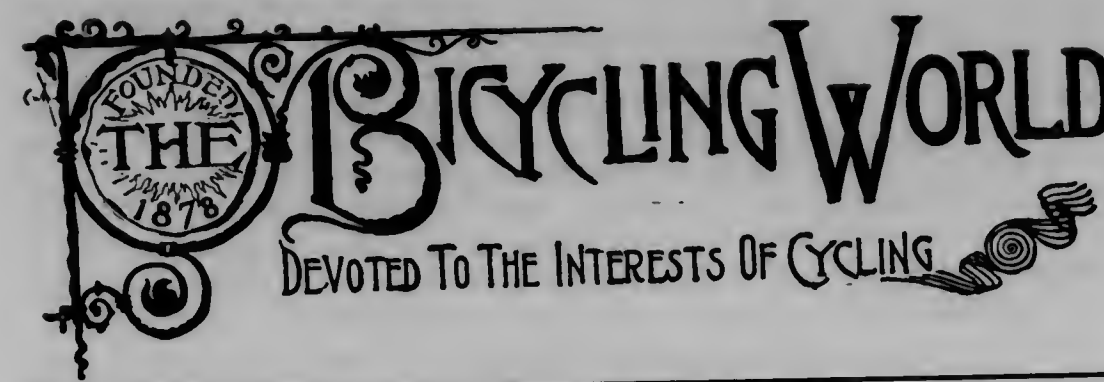


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Making an Exposure.



Published Every Friday

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the Bicycling World Co., as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us your patronage.

EDITORS:

C. W. FOURDRINIER.

J. S. DEAN.

BOSTON, 26 OCTOBER, 1888.

WE are very sorry that we have awakened the ire of our friend, Mr. Jno. A. Wells, by expressing our opinion as to what constituted an "ordinary road wheel." We held that every machine kept in stock by any maker was a road wheel. This we think is sound and logical, and we notice Mr. Wells does not take exceptions to that particular ruling, but when we go on to say that a combination of 48-inch gearing and 6 3-4-inch cranks we would consider a fair minimum and maximum, he flies into a "conception fit," and says we are ignorant, stupid and biased, and otherwise says obstreperous things about us.

Now let us see how far out we are in our decision, and how ignorant we really are.

Starting with a 48-inch gear and 6 3-4 crank, we will take other gears and see what length of crank is necessary in order to preserve the ratio of increase. We do not present these figures as being exact, but they are near enough:

48 inch gear	- - - - -	6 3-4 inch cranks
52 inch gear	- - - - -	about 7 5-16 inch cranks
54 inch gear	- - - - -	about 7 7-8 inch cranks
57 inch gear	- - - - -	about 8 1-2 inch cranks

As to the different makes, we find:

Veloce	- - - gear	52 inch,	6 1-2 inch cranks
Victor	- - - gear	54 inch,	6 3-4 inch cranks
Swift	- - - gear	54, 57 inch,	7 inch cranks
Singer	- - - gear	51, 54, 57 inch,	6 3-4 inch cranks
Rambler	- - - gear	52, 60 inch,	6 or 7 1-4 inch cranks
Ivel	- - - gear	54 inch, 6 3-4 or 6 1-8 inch cranks	
Humber	- - - gear	52 inch,	7 1-2 inch cranks

The Rambler has an extension attachment which can be put on to any stock wheel, thus making the crank adjustable from 6 inches to 7 1-4 inches.

We hope the above tables will prove of value to Mr. Wells and to

other of our readers. We hold that any wheel that can be bought in stock or is catalogued as being a stock machine is an ordinary road wheel, and we think this ruling will be accepted, Mr. Wells to the contrary notwithstanding. Our table taking the 48-inch and 6 3-4 for a basis is only intended as a comparison, but the table of actual gears on road machines will prove an interesting guide in case the question of stock gear comes up again.

THE MASSACHUSETTS BICYCLE CLUB.

THE Boston Herald printed last Saturday the news that this old standby was about to disband. To corroborate the statement we called on one of its chief officers and was told that the announcement was premature, and was much regretted by the members themselves, as tending to hurt the future of the club in the event of a desire on the part of the members to stick together and continue the organization. That there is a lack of interest, the afore-said officer did not contradict, but he expressed a strong hope that in the spring a new life might be infused into the now almost paralyzed body, and that the Massachusetts Club would live to duplicate its brilliant achievement of the past.

A strong effort will be made, and we hope with success, to carry the club along, though it may be on less pretentious lines. For the good name of cycling we trust the Massachusetts Club, one of the oldest and most honorable in the land, will continue in existence for many years to come.

MR. DUCKER ON THE L. A. W. RULES.

Editor Bicycling World: Your remarks in the issue of the 4th, regarding the changing the rules of the L. A. W. at the Buffalo meeting, by which a novice was one who had not won a prize up to date of entry instead of event as the rule, is a just one. The L. A. W. rule is wrong, and should be changed to conform to other rules of the best and largest sporting organizations in the world. In the case of the Buffalo meeting, I only did what has been done at every Springfield meeting, and it is recognized as a just change by all. Our racing rules are weak, and any one that has had a large meeting once on their hands knows full well that it is a matter of impossibility to adhere to the rules, except on general principles. Should the League undertake to enforce the rules, every amateur that raced at Buffalo would have to be disqualified, and why? Because we offered a prize of larger value than \$50, and yet no one will question the wisdom of the change. Just as long as our rules are in an incomplete condition, just so long will race meeting managers have to use their own judgment in the matter.

The remarks of your correspondent as to why Abbot Bassett is no longer chosen referee at the large meetings, a position which he is so competent to fill, can be easily answered. Secretary Bassett is too busy with the details of League work to be giving his valuable time to race meetings. For the fidelity with which he is attending the business of the League, great credit is his due. I have not a doubt but that other places than Buffalo have asked the genial Secretary to favor them with his presence, and got the same reply that we did, "Too busy."

Secretary Bassett has hit the key note as to the greatest evil of the race track, and that is the presence of those men on the track who have no business there, and who above all should by example stay off. These very men, who as a general thing are the men who feel that by reason of their position or being a member of the club have an indisputable right to go wherever they please, are the hardest men to deal with, and are the ones who take offense if asked in a kindly way to please keep off the track. The evil must be abated, and I trust that the talk will be kept up till next season, and then the managers will make an effort in endeavoring to keep the track clear, whether interested in the races or not.

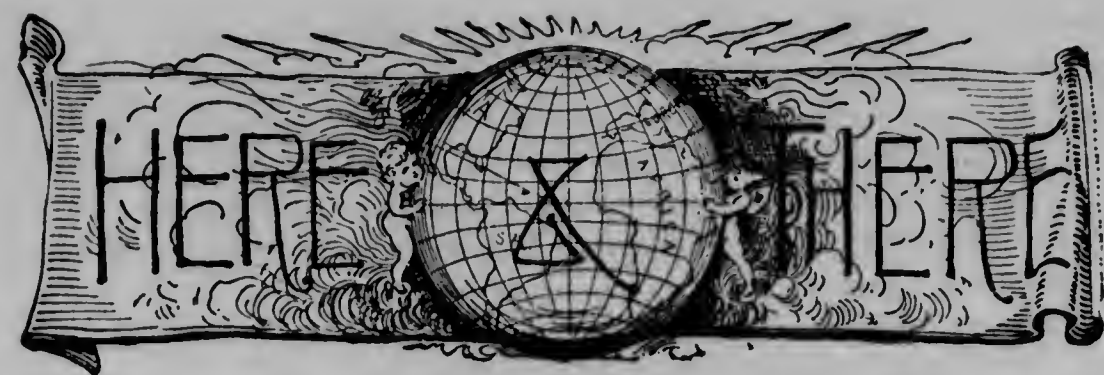
Buffalo, N. Y., Oct. 12, 1888.

HENRY E. DUCKER.

A CHALLENGE TO NO 3507.

Editor Bicycling World: I will ride a road race with Mr. 3507, for a \$100 solid gold medal, 100 miles or over, each party to deposit \$100 in Wichita Bank to pay for medal, the winner then gets his \$100 back, also the medal. If it should rain or roads be rough or sandy, each man, if he chooses, can walk or ride his bicycle, or run. Under no consideration will the race be off, first man in, run, walk or ride his bicycle gets the medal. Take your choice of roads, I here have two of them: First, Wichita to Salina; second, McPherson to Arkansas City. I shall be willing to go to Peabody and return, but the distance is only 87 miles by rail and only 70 by wagon road, and 100 miles we must make or over. If this suits, write me at once, and I'll come and make final agreement. I choose J. H. Everest for one of the judges, race to come off 1st. of November, 1888.

GEO. W. SCHOENHUT, 385.



NEW YORK.

"HAWKSHAW."

CYCLING and elephants don't as a rule seem to have any affinity for each other, in fact I don't recall but one elephant who took to cycling, and he was a professional and earned his living by riding what was called a bicycle in a circus. But a recent decision of the circuit Court at Nashville, Tenn., once more brings the elephant and the rights of wheelmen into juxtaposition. It appears that Forepaugh paraded through the streets of that city with his circus, and among other attractions of the pageant was an elephant. An on-looker's horse, whose olfactory were of too tender an order to stand the odor of elephant, showed his objections with the usual display of "horse sense" by running away and smashing up things in general. The owner sued for damages, on the ground that the appearance of the elephant in the streets was a nuisance per se, and that the owner should be made liable for all damages resulting therefrom. The judge instructed the jury to find for the defendants, as he said it was not necessary for the owner of the elephant to so perfume the animal as to make it suitable to the delicate nostrils of the plaintiff's horse. This decision is of value to cyclers, as it is another lesson to the "road hog," demonstrating once again that in the eyes of the law he does not own the entire roadway, but must take his chance upon it equally with all others, and because something may scare his four-tooted slave it does not necessarily follow that the object scaring his horse has no rights upon the highway. Continual dripping of water upon a stone will at last wear it away, and upon this principle perhaps the continual drumming of the foregoing facts into the heads of horse owners may, in a thousand years, cause them to become aware of the existence of other people's rights upon the public highways.

AN exhaustive illustrated article on city wheelmen and their club houses, in the last issue of the New York *Sunday World*, was from the pen of Mr. C. A. Sheehan, of the Manhattan Bicycle Club. The entire affair reflects much credit upon this energetic young wheelman and upon the subject he so impartially portrayed.

I UNDERSTAND that Mr. Coyne, who suffered a compound fracture of his leg, through being run over by a careless driver in Central Park, has compromised his suit for damages against the driver for \$3000 cash. Sometimes the amusement of running down and injuring wheelmen comes high, and Mr. Coyne's case seems to be one of the most expensive kind.

THE new athletic track of the Berkeley Athletic Club bears the particularly anglicised title of the Morris' Dock Oval. I am afraid that the praiseworthy efforts to hold a first-class amateur race meet on Saturday will not meet with the success that it would have had it been held earlier in the season, however, every wheelman in and around this city should feel it a duty that he owes to himself and to the cause, to labor in every way to make this affair a success, and I hope that we may see by the numbers of them present what an interest wheelmen have in those who are interested in them and their favorite sport.

It has often been a source of wonder to me why cycling should have proved so attractive to doctors. If you have noticed the fact, almost a majority of those high in power in the councils of wheeling are bearers of the title of doctor. I believe that the cause for this is two fold. Differing as the medicos do upon the merits of allopathy and homeopathy it is a relief for them to find in cyclo-graphy a curative school in which all of the warring "opaths," of whatever denomination, may agree, and again, it must be indeed pleasant for them to be able to find in it a prescription as easy of taking as of prescribing, and hence their admiration and adoption of wheeling.

At last wheelmen here have got themselves mixed up in the athletic war now going on between the N. A. A. A. and the newly organized Amateur Union. A rule of the Union forbids athletes from competing in any games not held under its rules, with one exception, and that is of such as are run under the approved rules of the L. A. W. Now the recent "championships" of the N.

A. A. A. had among other events a two-mile bicycle race, and Messrs. Powers, Hanson and Wieners competed. This event was not stated to be held under L. A. W. rules, and under the strict interpretation of A. U. rules these gentlemen are ineligible to start in any other games than N. A. A. A. ones, or purely League affairs. As the A. U. has under its jurisdiction almost every athletic club of any prominence in this country, with the exception of the Manhattans and the Missouris, it looks as if the above gentlemen had got themselves into a muss, the ultimate result of which it is not easy to foretell.

It is to be regretted that so well known a writer as Joseph Howard should have found it necessary to speak, or rather to write, disparagingly of wheelmen here in so widely read a journal as the *Boston Globe*. While his remark that they are a "nuisance" and "care nothing for nobody" may be ungrammatical, it is nevertheless to a large extent true, many riders thinking, or acting as though they did, that the roads were made for their sole use. In fact it cannot be denied that the much-abused road hog has a close relative and prototype in the ranks of wheelmen, and that sooner or later he will become the subject of some legal action which will put a stop to his arrogant and idiotic idea of sole possession of the public highways. When this day does come I hope that the large number of intelligent and well behaved riders, whose good name is made to suffer by the ill-advised actions of these thoughtless ones, will not fail to vindicate themselves by aiding in the suppression of this crying "nuisance," for such it undoubtedly is.

PORKOPOLIS NOTES.

"STAR."

To ride at the top of one's speed and only make stops for the purpose of swallowing stimulants is not the way to get either the greatest pleasure or the greatest benefit from the use of the wheel. The only time when their use is at all justifiable is when it is a case of get there at all hazards. The belief that they add strength to the rider is all a mistake, for he who resorts to them is simply making drafts on his store of vital energy that must be honored the following day. Cycling is a sport that requires a temperate life for its fullest enjoyment. It is utterly incompatible with dissipation of any kind whatsoever, and he who is leading the life that ends in an early grave soon finds that he must either reform or give up the wheel, while to him whose blood is free from alcohol and the virus of disease its proper use is not only a source of pleasure but enables him to go about his business with a clear brain, invigorated muscles and every organ performing its functions in a healthy manner.

THERE are several points on the Harrison Pike that should be called *Rut-land*.

JOE HOSEA is said to be extremely fond of *Pearls*, especially those found near Cleves, Ohio.

TOM SCHULTZ attributes "Toot" High's phenomenal success as a photographer to the frequent use of a certain talismanic expression.

PIGMAN and Schultz have such a bad attack of "camera" fever that they went to Miamitown a few Sundays ago and took everything that "Toot" High had left.

AMOR HALL, while crossing the slippery car tracks at Fifteenth and Elm, attempted to tip his hat to a passing damsel with the following result: A muddy coat, a smashed tile and a broken handle-bar.

THE horrible noise emitted by the whistles of the youthful wheelmen that nightly parade our asphalt streets is a painful evidence of the negligent manner in which the fool killer has been discharging his duty.

THE "Veloce Club," of Cincinnati, with an actual membership of twenty-two, has just been organized. The officers are: President, Carey; Captain, F. Keppas; First Lieutenant, W. Keppas; Second Lieutenant, W. Wise; Treasurer, J. Hatfield; Secretary, W. J. Straus. The club expect soon to fit up suitable headquarters.

MR. H. W. LONGLEY, President of the Cincinnati Bicycle Club, who has ridden almost every day for the last four years, is doing a great deal, in a quiet way, to demonstrate the utility of the wheel as a practical means of locomotion for the business man in the transaction of his business. In inclement weather he wears a long rubber coat that is split half way up the back, the lower part being tied about his legs with tapes. He does not confine his use of the wheel to the city but takes it with him when he goes out on the road, and claims that he not only saves more than the cost of his machine each year in street railroad fares, but is able to transact more business in less time than he could without it.

QUITE a number of wheelmen have mistaken notions as to the effect of a rain on the roads. They see that quagmire on Spring-Grove avenue and immediately jump at the conclusion that all the roads are in the same condition. They do not seem to know that such roads as the Colerain, Harrison, Lexington, Independence, Alexandria, Licking and similar turnpikes are in better condition on the second day after a rain than at any other time. Even the Captain of one of our local clubs is laboring under this same mistake, for he recently postponed a run to Venice, Ohio, simply because it had rained two days previously. A solitary wheelman, however, who ventured out, found the road from the foot of Mt. Airy hill to Venice—a distance of twelve and one half miles—smooth, free from dust and perfectly dry.

CHICAGO.

THE "STROLLER."

than any cyclist in Chicago, there being about eight left in the little wheel of his bike at present, and about a third of them out in the large wheel, but he manages to get there just the same.

THE Chicagoans have eight applicants for membership to act on at their next meeting.

VAN SICKLEN has gained some eight pounds since his accident at Buffalo, but he is not the same old Van yet by any means.

THE Fort Dearborns give a smoker Tuesday evening next to the Englewood Club to talk over consolidation with them, I am told.

CARLSON, of the Fort Dearborns, is a candidate for County Surveyor, and I trust all wheelmen will vote that way without regard to politics, as Mr. Carlson is an active wheelman and will use his influence for good roads at all times.

THEY say Oliver swears by Davis now on account of his deciding vote for "Verax," as a delegate to the business meeting of the L. A. W., and also that as a result of this healing of differences a consolidation of the Illinois and Lincoln Clubs may be looked for at any time, in order to keep up with the Fort Dearborn-Chicago consolidation, and thus be able to hold their own in League politics.

I UNDERSTAND that "Gus" had an article all prepared for a leading daily here, on cycling in Chicago and the Dearborn Club in particular, but that "Verax" got wind of it and got up an article descriptive of the Lincoln Club, profusely illustrated, which was published in a Sunday paper, and now the other paper that had engaged "Gus," refuses to publish his article, and so he mourns the loss of \$25, the price of the article, and his loss of time and labor, to say nothing of a string of powerful adjectives that would not look well in print.

THE Dearborns voted to consolidate with the Chicagos, and the Chicagos hold their meeting the 25th to see whether they will do likewise; each club to clean off their indebtedness and form one club, clear of debt, under the name of the Chicago Cycling Club. This is the proposition as passed at the last meeting of the Dearborns, and rumors are flying thick and fast as to the manner in which the proposition was passed, it being a stormy night and only a quorum there. Skinkle is pleased, Cory, the Treasurer, and Randall, the President, although formerly the best of friends, now do not speak, Carlson threatens to get out an injunction or resign from the club, and I expect to see the fur fly soon.

NEW JERSEY NOTES.

"RATCHET."

interested in these contests, and depended upon them to relieve a somewhat dull season. Election day, however, will not be entirely devoid of sport on the Irvington-Milburn course. The ten-mile handicap road race of the Elizabeth Wheelmen will take place in the morning with eleven or more starters. I understand that the Kings County Wheelmen will run a twenty-five-mile race in the afternoon, and also that the Hudson County Wheelmen will hold a club contest; so that there will be something to help kill time.

WHERE is James Purvis-Bruce? Does any one know? Will any one tell?

ABOUT twenty-five "Wanderers" took a spin from Orange to Pine

Brook and Morristown and return on Thursday, 18, and had a very pleasant run.

A NUMBER of Newark knights of the wheel visited the handsome club house of the Elizabeth Wheelmen on Wednesday evening, 17, and were very hospitably received. The trip was made a-wheel, and three tandems were along. The E. W. have placed electric lights in their house.

MR. EDITOR, unless all the local papers are incorrect, you were misinformed in regard to the ten-mile race of the Orange Wanderers, on the 15th. The race took place over a course from a point on Central avenue, east of Grove street, up Central avenue to Harrison street, to Centre street, to Central avenue, to the starting point and repeat; instead of over the Irvington-Milburn course. Lindsley's time for five miles was 22m. 30s.

SYRACUSE.

"SALINA."

Now that the evenings are lengthening the cycle club rooms present a very lively aspect. Nearly every night one may find from ten to fifteen members about the rooms, making merry and having a big time generally. In the "parlor" those of a literary turn of mind may enjoy themselves to their heart's content, and the card room has its frequenters, but the billiard room seems to have the greatest attraction for the boys, and the revenue from the games played is no small amount.

THE moustache craze has struck the boys, and not a few are now troubled with the "hair lip."

THERE is some "guessing" as to who "Salina" is, but at the present stage of the game every one is at sea, and we still remain *in cog*.

It's a funny thing, that when a man gets a good thing he won't stick to it. As an example, the office of Secretary and Treasurer in our club is a "good thing," but our present incumbent says "he'll be blessed" if he wants it again, even if he does get the magnificent salary of ten dollars per annum!

At a special meeting of the club, held a week since, it was decided to obtain two rooms adjacent to our present ones. With these extra rooms we will be very nicely fixed, and we hope that those of our members who are constantly crying for a change will quit it and take the advice of the old lady, who said she obtained much comfort "from that verse in the bible, 'grin and bear it.'"

CHICAGO.

ITEMS.

HURRAH for the Chicago Cycling Club, the leading cycling organization of America! This club represents the combined membership of the Chicago Bicycle Club and the Fort Dearborn Cycling Club, and has a roll of 200 members, with assets of more than \$2500. Certainly a fine showing, and one that should make its members feel proud of their record.

THE club has the old club house on Lake avenue, a fine, brown stone, four story affair, together with the elegant rooms of the Chicago Bicycle Club next to Kinsley's, on Adams street. It has all the oldest and best cyclists of Chicago on its rolls, and certainly leads all other organizations for riding supremacy, whether it be on the track or on the road, at hill climbing or mileage.

THE down-town rooms afford a convenient meeting place for members during the day, and will be the place of all others for visiting wheelmen to make themselves at home. The privileges of the down-town rooms should bring in a large number of members from the North and West Sides. The dues, \$1.50 per month, entitle members to privileges of both club houses, and I understand that they will be reduced to \$1.00 per month as soon as practicable.

OF course the Chicago Club loses its standing in the League, and the League loses one of its oldest clubs, in fact as old a club in the League as any, being represented at the organization of the League at Newport. After some discussions among the members it was decided that any benefits accruing to the club because of its League standing could be had as well if those members who wish to join would do so individually, and in this I think the club was right. One of the officers of the Chicagos told me that the average cycling life of the entire membership was nearly five years. What other club can show such an average?

LUMSDEN proved himself a winner at Quincy last week, defeating Percy Stone without difficulty.

HALF a dozen of the Chicagos enjoyed a 70-mile run through Wankesha County on the 7th. The roads were reported as being

in fine condition. The heretofore "never climbed but once" Lake-side Hill (all who have been that way know it) was ridden five times without a dismount by Thorne, on his Victor safety, a feat that was believed impossible. He also climbed Waukegan Hill three times last month without a dismount. We are backing him for the champion hill climber of this "burg."

THERE is some talk of the Englewood Cycling Club joining the new Chicago Cycling Club. Think it will be a good move. "United we get there, divided we don't."

A HILL-CLIMBING contest, a follow-my-leader run, and a hare and hound chase are talked of for next month, after which we will lay aside our wheels and enjoy the social features of our various clubs, for it is in winter that the in-door and social attractions of a club impress one with the fact that he is getting his money's worth.

NEWS

AND COMMENT.

OUR exchanges still teem with articles from the pens of the Rowe-Temple factions. Recrimination and charges fly back and forth thick and fast, and very wordy pyrotechnics they prove to be. We could print columns of these spicy articles, but we know the tastes of our readers well enough to appreciate that we have had enough of the unclean business. We have had our little say, told our little story, and now we desire to bury deep the very memory of the whole affair. Its odor is not savory, neither is its material such but what the handling of it leaves stains on the fingers. We are aware that the common belief is that "*Populus vult decipere*." Well, if that is so, we desire to be counted out as one of the "people," as we hate to be deceived.

RICHMOND, Va., races Oct. 29 and 30.

THE Oakleaf Wheelmen, of Stockton, Cal., will hold a race meeting Thanksgiving Day.

DATES of the Richmond, Va., races have been changed to Oct. 29 and 30. See advertisement.

THE Cyclists' Union, of Long Island, now numbers some 200 members, and is still a growing.

AESTHETIC Wheelmen in Connecticut, trim their wheels with the gorgeously tinted leaves of autumn.

HARRY ETHERINGTON has sailed for Australia. The rumor that he was in this country is without foundation.

TOM ECK and his wife have kissed and made up, and now they are living together like a couple of turtle doves.

THE Lynn Item says that the interest in professional cycling at Lynn is dead. We wonder what can have killed it.

H. G. CROCKER telegraphs us as follows: "I have personally visited the Richmond, Va., track, and I find it in perfect condition."

"LARRY" OVERMAN is back in town, and he made us a short call last Monday. Mr. Overman reports one of the best seasons ever known in the history of his firm.

THE Troy (N. Y.) Bicycle Club had a great bowling match between five married and five single members. The benedicts were worsted by the close score of 175 to 173.

STILLMAN G. WHITTAKER comes out with a challenge to ride any man for the safety championship of the world. Whit. has developed a wonderful turn of speed on the dwarf.

MR. A. S. HILL, of the Coventry Machinists' Co., will visit England this fall, with the intention of absorbing all the points of novelties to be brought out by his company next season.

THE members of the Eck team are recipients of elegant gold medals from the Directors of the Belgrave Road grounds, Leicester, in commemoration of the establishment of records on their track.

W. S. MALTRY is engaged to appear at the Berkeley Athletic Club Tournament to-morrow afternoon (27) and he will also appear at the New Haven Bi. Club's entertainment in the evening of the same day.

ELLIOTT M. GRAHAM is the permanent owner of the Renaud medal given to members of the Louisiana Cycle Club. It took several hard races to finally capture it, but E. M. seemed equal to the emergency.

THE many friends of Mr. W. C. Overman will join us in wishing him happiness in his new state of "double blessedness." Mr. Overman was married Thursday, Oct. 18, at the Hoffman House, New York, to Miss Jennie Baldwin of New York City.

THE employees of the Overman Wheel Co. at Chicopee Falls have an excellent brass band. Not only as makers of a wheel do they desire to be known, but also by their capacity to insert air into brass tubes and thus produce sweet sounds do they hanker after notoriety.

FRED WOOD, the English pro., has left Leicester for good and will take up his abode at North Shields, at which place he will pose as "mine host of the Ferry Hotel." The departure of Fred for his new home was the occasion for a great meeting and presentation of a fine diamond pin to the popular pro.

THE tie between the Dorchester and Cambridgeport clubs will be run too late for publication of results in this issue. It was the intention of Clark, of the Dorchesters, to have gone on to New York the first of this week and train for the Berkeley Club races, but he was loyal to his club and stayed over to run the tie off on Thursday.

THE Harvard Bicycle Club's annual fall road race will come off Nov. 8th, probably over a course starting at Mt. Auburn and going through the Newtons in a loop back to the starting point. There are already seventeen entries, and more to come. The limit man will get fourteen minutes in fourteen miles, so that the finish ought to be close.

SIGNS of the season. All our exchanges are full of accounts of indoor entertainments, receptions, bowling parties and other amusements peculiar to the hebern wheelmen. Notwithstanding that Jupiter Pluvius seems to be in command just now, we think the social phase of club life has been struck a little too soon by some of the wheelmen.

HONORS to N. J. Wilhelm, of Reading, Pa., by his admirers and fellow members of the Reading Club. The affair took the shape of a complimentary banquet at the Five Mile House. The beauty of the affair was that it was sprung on Mr. Wilhelm only the day before the event. It was a most delightful dinner, and the "successful racing member" was duly appreciative.

Is "crookedness" confined to professionals ranks? We ask this because it is claimed that Mr. C. B. Hill, whose recently recorded ride of 293 miles within 24 hours, as has been reported, took the train for 45 miles of the distance claimed. Be it to the credit of the manufacturers of the wheel Hill rode, that they are the parties who charged Hill with the fraud. Hill owned up.

"SENATOR" MORGAN, in his letter on the Buffalo tournament to the *Cyclist*, allows his personal feelings to run away with his judgment. The "Senator" is not content in slating the Buffalo management for alleged unfair treatment of his team at this tournament, but he pitches in and asserts that the prizes awarded to the amateurs were "snide." On the contrary, we have heard the prizes spoken of as being excellent.

Sports Afield, a comparatively new sporting journal published at Denver, Col., finds a place among our exchanges. As the name implies, it is a paper devoted to all out of door sports, including cycling, hunting, fishing, rifle and trap shooting, the breeding of thoroughbred dogs, base ball, and all kindred sports. The paper has a breezy flavor, it is excellently printed; it also has a general air of "fat prosperity."

A CORRESPONDENT from Yellow Springs, Ohio, wants to know if there is any harm in using vaseline to cover up the bright or nickel parts of a bicycle, and to protect same from rust during the winter's storage. There certainly can be no harm in the use of vaseline. An excellent compound, and one that will resist dampness, is a mixture of vaseline and tallow. The mixture to be of a consistency easily applied with a brush.

We took occasion to write Mr. J. B. Kaercher, asking for the gear of Mr. Wells' wheel, in his attempts on Pittsburg, and we find that it was a 48-ipch, with 7 3-8 cranks. If this machine is "stock" of the maker, then Mr. Kaercher is wrong in throwing it out, but if the gear or the crank are not regular stock, then Mr. K. was right. We notice that Mr. Wells speaks of Coningsby's wheel having 8 5-16 cranks; if that is so, we cannot call the wheel he rode an "ordinary road wheel," because no dealer or manufacturer sells that length of crank as stock. In the case of Mr. Wells there were special rules as to the wheel to be ridden, but in the case of Coningsby we are not aware that any rules existed on that point.

AN Associated Press dispatch, dated St. Louis, Oct. 21, states that "two soldiers at Jefferson barracks, under arrest for desertion, escaped last night, after fatally assaulting Sentries Kennedy and Welch. The deserters were Thomas F. Lynch and a recruit named McCurdy. Sentry Kennedy was cut down with an axe, in the hands of Lynch, while McCurdy beat Welch into insensibility with the butt of a revolver he had taken away from the first sentry." Can it

The Greatest Success of the Season.
UNDOUBTEDLY THE KING OF THE REAR DRIVERS.

The * American * Rambler.

The Best Hill Climbing Crank Machine Ever Produced.

THE FASTEST COASTER OF THEM ALL.

Now Ready for Immediate Delivery.

Safe, Beautiful, Fast, Easy Steering.

If your dealer cannot show this wheel to you be sure to write for our Catalogue before purchasing.

MANUFACTURED BY

GORMULLY & JEFFERY MFG. CO., - - - **Chicago, Ill.**

Largest American Manufacturers of Cycles and Sundries.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.



INCER CYCLES

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

DENVER TO DORCHESTER ON A BICYCLE—A Distance of 2297 Miles.

W. S. Doane says of the Apollo Bicycle: "I found Singer's ball head a very great improvement over the old style cone head, and adjusted it only once during the entire trip, and never had any trouble from its tightening. The front wheel bearings, which are double balls, I found needed less adjustment and wore much better than the single and much easier to adjust than any other I have yet used."

For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, . . . BOSTON.

BICYCLE AND ATHLETIC GOODS.

The KINGSTON KNITTING CO., - - 27 Kingston St., Boston, Mass.,

Manufacture for the Trade the most beautiful line of Bicycle and Athletic Garments in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and crosse Garments, and fully trimmed. Knickerbockers, in all the popular colors. Pants, elegant goods, and fully trimmed. Suspensory Shields, Trunks, etc. Knee Tights and Pants, re-inforced and fully trimmed. In all these goods Worsteds, Bicycle Hosiery, three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country. KINGSTON KNITTING CO. Correspondence solicited.

REPAIRING

Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave., BOSTON, - - - MASS.

SAFETY INDISPENSABLE. By Henry Sturmy. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1888. For sale by Bicycling World Co., 12 Pearl st., Boston.

SOME LETTERS ABOUT "CLUB" CYCLES.

96 1-2 Summer St., Boston, Mass., Sept. 25, 1888.

The Coventry Machinists' Co., Ltd:

Gents—I think the Marlboro' Tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new.

Yours,

W. H. RUSSELL.

26 Purchase St., New Bedford, Mass.

Coventry Machinists' Co., Ltd.:

Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion; all recognizing its superiority. Its popularity here is an assured fact

Respectfully yours,

W. J. MILLS.

Mechanics and Traders Insurance Co.,
14 Carondelet St., New Orleans, La., Aug. 29, 1888. }

The Coventry Machinists' Co., Ltd., Boston, Mass.:

Dear Sirs—Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid; the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism.

Yours truly,

W. H. RENAND, JR.

Send for Catalogue to

THE COVENTRY MACHINISTS' CO., Ltd., 239 Columbus Ave., BOSTON.

WARWICK

THE WHEELS FOR 1889

CYCLE

ARE

THE Warwick Perfection BICYCLE

AND

THE Warwick Perfection SAFETY.

MFG. CO.

SPRINGFIELD, MASS.

WHEELMEN LOOK OUT FOR THEM.

Agents * Don't * Get * Left

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

be possible that the "new recruit" alluded to above is A. A. McCurdy of ill-flavored cycling fame? A muffled drum beat and a rattling volley of bullets will be the end of this poor misguided man, who ever he be.

L. A. W. No. 451 writes: "A word if you please, concerning rail road rates on bicycles. Having occasion to bring mine from Clinton, Conn., to this place, some 650 miles, I find that the N. Y., N. H. & Hartford, or "Consolidated," charge 50 cents for 75 miles, and an additional 25 cents for over 75 miles, i. e. I paid 75 cents from Clinton to New York. The N. Y. C. & H. R. R. check free over their lines, the owner signing a release. The Lake Shore & Michigan Southern check free without release. The Erie and Pittsburgh, a branch of the Pennsylvania line, don't check, but take one's wheel along without any grumbling, and I note that a small "tip" insures a very careful handling of your wheel. Our point, too, in case of a safety. I took off my pedals and packed them beneath the saddle, then turned the handle-bar lengthwise with the machine, and set it there, thus making a snug affair to set up inside of the car, and every baggage man spoke of the improvement. I think if wheelmen will do what they can in their little way, our wheels will receive full as good treatment on the railroads, as if we exact too much from the men who handle them."

EVERY once in a while we have to chronicle an epidemic of kleptomaniacs among a certain class of men who look on cycles as good game. We seem to have struck such an epidemic now, and we would suggest, as a partial preventative, the use of a good lock and chain. Just now the Bradford, Pa., wheelmen complain of being victimized, and the *Express* thus describes the thief and his modus: "This particular thief is described as being of rather heavy build, weighing about 180 pounds, light complexion, blonde hair, a fluent talker and usually dressed in a bicycle uniform, age about 21 or 22 years. He very properly claims Auburn his home (it probably will be if he keeps on in his present business much longer), and is careless about his name, traveling under several aliases. His particular "lay" is to become acquainted with some member of a bicycle club, get invited to the club house, and after enjoying the hospitalities of the club for an evening, quietly mount a wheel on leaving and make off with it. He has successfully played his game at Bradford, Pa., and at a small town near there, and was last heard from at Tonawanda, where he succeeded in picking a wheelman's pocket of \$20.60 last week. A member of the Ramblers' Club of this city is reported as having lost a wheel last Thursday and there is a possibility that this enterprising thief is the guilty person."

SYNER—OSMOND.

Wheeling is happy, in fact the editor of that paper fairly bubbles over the fact that Syner has beaten Osmond in his great one-mile match race. Two attempts were made before the race was decided. The abortive attempt was brought about by the breaking of a spoke in Syner's wheel. Osmond, in a sportsmanlike manner, waived his right to the race and ran him again. Syner won the match in the very slow time of 3:35 4-5. Hence the hilarity of *Wheeling* over the defeat of Hillier's protege.

RACES AT DANVERS, MASS.

THE Danvers, Mass., Cycle Club races were run yesterday on a heavy track. The results:
 Mile novice—J. Ogden, of Middleton, 3m. 4s.
 Half-mile, club challenge, two in three—M. W. Robson, of Salem.
 Mile tandem bicycle—R. H. Robson and mate, of Salem, 4m. 50s.
 Mile handicap—E. A. Bailey, of Somerville, scratch, 3m. 37s.
 Mile tricycle—R. H. Robson, of Salem, 5m. 15s.
 Two-mile—E. A. Bailey, 8m. 15s.
 Mile county championship—H. Robson, of Salem, 4m. 14s.
 Referee—W. S. Atwell, of Boston.

RICHMOND (VA.) RACES.

SOME Richmond cyclist has been writing all over the country, stating that the track for our bicycle races will be in a terrible condition, and that it was the wish of the committee that the meet should not be a success. I wish you would deny this in toto. We have had miserable weather, and thinking we could not get the track in perfect shape by the 23d and 24th, we have postponed the meet until Oct. 29th and 30th, and we give you the assurance of the Exposition management (all of the highest repute) that the track will be in as good condition for bicycle racing as any similar track in the country. There has also been some misunderstanding about hotel rates. There are many clean, orderly places where a night's lodging on new

beds can be obtained at 50 cents, and meals in all the principle restaurants at usual prices. The hotels on American plan have rooms from \$1.50 to \$4 per day.

With the present number of entries the meet is an insured success. A. H. MEYER, Chairman General Committee.
 H. C. JONES, Director General.

BERKELEY ATHLETIC ASSOCIATION RACE.

THIRTY-FIVE entries have been received for the Berkeley meet, including Windle, Halsted, Kenneth Brown, Van Benschoten, Harry Hall, Jr., Wise, J. W. Powers, Greenleaf and Davis of Harvard, Baggot, Caldwell, and others. There are twenty-two men in the mile-handicap and almost as many in the two-mile handicap. In the half-mile scratch race there will be a great fight between Davis, Windle and Halsted. The track is being put in splendid shape. The prizes excite universal admiration. All New York has been placarded and the meet has been thoroughly advertised.

SPECIAL TRAINS.

The races will be started promptly at 2.30 P. M. A special train will leave the Grand Central Depot, Forty-second street and Fourth avenue, at 2 o'clock, reaching the grounds at 2.17. A number of regular trains run from the Grand Central Depot during the afternoon. Admission to grounds, including excursion railroad fare, seventy cents.

Take Sixth or Ninth avenue "L" train to 155th street, from which point trains will leave on the New York and Northern Railroad at 2.10 and 2.20 P. M.; six minutes to grounds. Tickets, including fare from 155th street to grounds and return, sixty cents. Tickets on sale at New York and Northern Railroad depot at terminus of "L" road.

The grounds may also be reached a-wheel, as follows: Up Seventh avenue to Macomb's Dam bridge, and directly up Central avenue a short distance, when, on left side of road, a sign will be seen, reading: "Berkeley Oval, 5 minutes' drive." This road will bring direct to the grounds.

Brooklyn cyclists with wheels may reach the Grand Central Depot by ferry from Broadway, Brooklyn, to Twenty-third street, New York City, thence across to Fourth avenue and up Fourth avenue to depot.

RACING AT PHILADELPHIA—THE GREAT 100-MILE ROAD RACE.

LAST Saturday afternoon the first of the races for the five mile challenge cup of the Pennsylvania Bicycle Club was held on the track of the Y. M. C. A. Athletic Club, in West Philadelphia. The cup, which is a magnificent silver trophy, about 20 inches in height, is held by the winner, subject to a challenge from any active member to race within thirty days' notice. Sixteen entries, (but ten starters) for the first race, on Saturday, promised a lively contest, nor were the some two hundred spectators—a fair sprinkling of whom were ladies—disappointed. The weather was raw and blustery and the heavy wind and soft track prevented anything like fast time. As the racers were variously handicapped, ranging from 1-2 to 2 laps, and as the track is a five lap one, the race was no sooner started than the men were so mixed, that one could scarcely tell t'other from which. Following are the starters, handicaps and finish: J. W. Draper, 1-2 lap, 1; D. A. Longaker, 1 1-2 laps, 2; Jno. G. Fuller, scratch, 3; C. L. Leisen, 1 lap, 4; A. Kohler, 1 lap, 5; John A. Wells, 1 lap, 6; L. J. McCloskey, 2 laps, 7; W. W. Randall, 2 laps, 8; L. A. Hill, scratch, dropped out; W. P. Street, Jr., 2 laps, dropped out. Fuller twice rode too close to the curb, and the second time ran in so near to Kohler's wheel that the two collided, and two headers were the result. Fuller's wheel was damaged, so Hill very kindly gave him his, but the delay spoiled all his chances of winning, by Draper—the man he had to fear most—getting so far ahead as to render catching him, out of question. In fact it was in doubt as to whether he could have caught him at all, as Draper rode a plucky race. Before this race, an impromptu contest between the married and single ones was run off, in which Wells and Street, married, scored five points against the same number for Longaker and Randall, single; Wells coming in first, Longaker, second, Randall, third and Street, fourth.

Through Captain Supplees' offices, prizes for all the contestants in the cup race were provided. Draper took a solid silver match safe, Longaker a pair of silver salt and pepper casters, and the rest booby prizes. Everything was voted a great success—especially the presentation of the prizes, which took place at the club house after the races, before an invited audience. President George T. Laing welcomed the guests, and Captain Wm. D. Supplee made the presentation speeches in his usual happy vein.

Howard Pyle, of Wilmington, having challenged McDaniel to a

24-hour road race, the outcome of the matter is that *Sporting Life* now offers a valuable gold medal, on condition that the race is made a hundred-mile road race. Preliminaries have all been arranged, and the race will be run on Election day, Nov. 6th, starting from General Wayne Hotel, on Montgomery avenue, at 11 o'clock A. M., over a course on Montgomery avenue from city line to Ardmore, returned to city line via Lancaster pike. This course is a triangular one, and has the great advantage of only two checkers being required, as it is impossible to pass them without riding over the entire course. It is rolling in character, over fine Telford roads without any steep hills, and it is hoped that record may go. Entries are open to all amateurs, and any style wheel, and already Dampman, Merrihew and McDaniel—three of the winners of the Buffalo 100-mile—are entered. Entries close with *Sporting Life*, Philadelphia, at noon, Nov. 3d. Fee, 50 cents.

Pyle will make an attempt on the 24-hour record, having been trained by Daniels, the Springfield Roadster trainer. He started last Friday afternoon, but was stopped by rain after completing 58 miles.

The road race between Wilmington and Reading takes place on Nov. 3d. The Reading team would not agree to a neutral course, as should have been done, but have insisted on the road from Myerstown to Reading, a distance of about twenty-one miles. The Wilmington men wanted the Lancaster pike selected, as being a fine course, and fair to both parties, while the race here would have attracted much attention. Who will go to see it where it now comes off? The road is a poor one, being very hilly and stony. The hills are especially rough and stony, and a crank wheel cannot be safely ridden down them at speed. The general impression here is that it was selected on precisely that very account, so as to give the Star wheels every possible advantage. If Wilmington should win it will be so much more to their credit, while the Reading team, under the circumstances, will not be able to claim the credit they could otherwise have done, if they carry off the prize. "ARIEL."

Philadelphia, Oct. 22, 1888.

THE KODAK.

This week we print an advertisement from the Eastman Dry Plate Co., of Rochester, which brings to the attention of riders one of the most perfect and compact photographic apparatus ever invented. No heavy glass plate to break or carry, and one hundred pictures can be made before the films have to be replenished. We have always held that cycling and photography should be more generally practiced in common, but the cumbersome camera and glass plates, made the combination difficult.

The invention of the wonderful little Kodak has made photography easy for the cyclist, and we expect the Eastman Co. will reap a large reward for producing a camera and outfit that makes the carry of same about as easy as a well filled pocket book.

FROM UNION CITY, TENN.

THINKING probably a few notes from this remote corner of the State might interest some of our brother wheelmen of old Tennessee, I ask you to bear with me while I relate my pleasant and successful trip to the Gibson County fair last Saturday, Oct. 13. This was the first appearance of a bicycle on the programme, and is a special premium, although the fair has been held every year for a number of years. All acknowledge that no feature in the programme created so much interest and enthusiasm. The directors were highly pleased, and say that they will give bicycling a large space in the programme of their fair next year.

Four special prizes were offered for first and second places in the two contests. First—For graceful riding, your humble servant winning first (silver table ware); second, same prize, won by Frank Watts. Second contest—Half mile speed, Frank Watts, first; myself, second; S. H. Davidson, third. Our exhibition was inside of the Amphitheatre, and ten of the prettiest ladies in the State were the judges, and they were so kind and generous that they wanted to tie blue ribbon on all of us. Suffice to say, this was a "gala" day for us poor knights of the wheel. After the races were over, through the kindness of the Association manager, we were introduced to a number of Gibson County's fairest beauties. We possessing the courage of a cyclist did not lower the cyclist's reputation, although many side glances and remarks were over seen and heard, criticising on our shape, especially Frank's calves.

I am trying to push the L. A. W. work in this immediate vicinity, but with little success. However, I have some promises, under the leadership of our genial, enterprising Chief Consul, Mr. J. R. Wilson, Jr. We look forward with bright anticipations to a greatly increased number of new L. A. W. members in this State the coming year.

No. 5043 (old No.).

A TANDEM TOUR IN NORWAY.

By S. Golder.

ILIFFE & SON, LONDON.

ONE of the most interesting little books of travel is that written by Mr. S. Golder, who, in company with Mr. H. J. Leake, made the trip through Norway on a Marlboro' tandem.

The story has appeared in serial form in *Bicycling News*, and it is now produced in book form together with the excellent illustrations by Mr. Geo. Moore.

The trip only took about eight or ten days, but there is much that is interesting and amusing that occurred during that period. The cost of traveling in Norway cannot be heavy, as the average cost per day is put down by Mr. Golder as being about \$1.75, and this he says is a high estimate. In conclusion the author says: "I have cycled pretty considerably in England, Scotland, Wales, Ireland, France, Holland and Belgium, and can safely say that for comfort and cheapness Norway is *par excellence* the place for a pleasant holiday. The invariable politeness of the people, the quaintness of their customs and the grandeur of the scenery blend together, as time goes on, into those pleasurable recollections which are more lasting than the comforts of the moment."

The price of book in this country is fifty cents, post paid, and the BICYCLING WORLD Co. are the United States agents for its sale.

THE ART OF TRAINING FOR CYCLE RACING.

Geo. L. Hillier & T. H. S. Walker.

(Bicycling World Co. United States Agent.)

SINCE Cortis' great book on training there has been no attempt to publish a book on this most important branch of the sport.

The authors of the volume under review are both more than merely competent to speak by the card. In fact we doubt if there is a man in England who has made a closer study of the art of training than Mr. Hillier.

Mr. Walker is the President of the Berlin Racing Association, and is a gentleman who has achieved fame on the racing path as well as his co-author, Mr. Hillier.

The book is the product of vast experience and good common sense, and will prove an invaluable hand-book for the novice or the veteran alike. In treatment the subject has been handled exhaustively; the care and selection of the wheel and parts of same, clothing, foot gear, road racing as well as path, food, how to ride and win a race, and a few hints to trainers.

The book is printed in English, French and German, all under one cover, and it is handsomely bound in cloth.

The BICYCLING WORLD Co. has been appointed exclusive agent for the United States, and all orders booked now will be filled from a shipment expected in a couple of weeks. Price \$1.50, post paid. All orders address to BICYCLING WORLD Co., 12 Pearl St., Boston.

AROUND THE WORLD ON A BICYCLE—VOL. II.

FROM TEHERAN TO YOKOHAMA—BY T. STEVENS.

Charles Scribner's Sons, New York.

WHEN we laid down the first volume of Mr. Stevens' unique history of travel, it was with feelings of regret that we could not at once take up the second volume and continue the pleasure of reading one of the, if not *the*, most remarkable accounts of travel ever accomplished by man. The first volume closes with Mr. Stevens comfortably quartered at Teheran, waiting for the rigors of winter to pass and allow him to continue his journeyings.

The present volume under review commences with a description of his winter life at the home of the Padishah.

In March, 1886, Mr. Stevens bids farewell to his friends and in the face of universal discouragement at their hands started out to cover the country lying between the Persian capital and India.

Turkestan and Afghanistan, the most dangerous countries in the world, had to be traversed, but notwithstanding the prophecies that certain death would ensue if he attempted to pass through Afghanistan the intrepid Anglo-American determined on pushing through.

Before leaving Teheran, the Russian Minister assured Mr. Stevens that his government would permit and aid him to pass through Turkestan, but on reaching Meshid, 600 miles on his way, he was advised officially that the Russian government would not permit him to pass through that country. At the same place and at the same time he received official warning from the British Commissioners not to cross the Afghan frontier. There are few men in this world but that would have at once given up and gone back, but Stevens was made of different stuff, and notwithstanding "refusals" and "warnings" he pushed on, determined to make the attempt at all hazards. After repeated efforts and many miles of weary traveling

south along the Afghan frontier, he managed to penetrate into that country unmolested, until reaching Furrah he was placed under arrest. He was treated kindly and urged to turn back; this he refused to do, and so he was escorted to Herat. At this place he was shown the utmost kindness, but as to his ultimate disposition he was ignorant until the Boundary Commission, 200 miles away, had been heard from. At last it came, and the depressing verdict was that he must turn back and find his way to India by some other route. Under guard Mr. Stevens was taken back to the frontier and sent back on his way. This part of the narrative is of the most interesting character.

The 2400 miles back to Constantinople was considerable of a job in itself but it had to be done, and so Stevens-like he accepted the inevitable and got there as quick as he could. From Constantinople he went to India via steamer and rail.

His story of the trip through India is full of interest, as also is his narrative of the "warm" reception he received at the hands of the Celestials while cycling through the flowery kingdom.

This volume contains much that did not appear in the story published in serial form in *Outing*. The addition of a very interesting table of the itinerary is a valuable addition to the book.

The book is well illustrated, and the only feature that we can criticize is the oversight in not giving a series of maps showing route, etc. We speak by the card when we say that Mr. Stevens' book should be placed on the shelf of every library in the land. As a narrative of travel it is invaluable, and as a monument of human pluck it is remarkable.

"GOOD FOR THE ADAMS EXPRESS CO.," AND ALSO ABOUT LADIES' BICYCLES.

Editor *Bicycling World*: In July of this year I shipped by Adams' Express from Philadelphia to Washington, D. C., my Humber tandem tricycle, uncrated, leaving it myself at the express office.

I chanced to go down to Washington in the same train with it, and in passing the baggage car noticed the machine within and remarked to my wife that our treasure was all right so far, for it sat in full view and we could both see that it was uninjured.

On our arrival, however, these cheerful anticipations were turned to considerable sadness, for when the machine was delivered to me a wheel was badly buckled, the forward handle-bar bent almost into the seat, the bell smashed, and a stout rubber band, used by me as a brake spring, had mysteriously disappeared—I say mysteriously for the rear handles are cross bars, and the strap could only be put on with difficulty. However, it was gone and so was our peace of mind for that day.

I took it to Mr. H. S. Owens, who very obligingly repaired the damage without delay. So far well enough, but I felt sure that the breakage was not accident; I believed it to be the result of gross carelessness and indifference on the part of some one in the car.

I knew that I had shipped it "at owner's risk," but I rather took that phrase, rightly comprehended, to mean the protection of the company from unavoidable accident than the imposition upon the shipper of injuries caused by reckless or incompetent employees of the company. I did not feel that I had, or wished to make, any claim against the company for money value of the hurt they had inflicted upon my machine, but I thought that to protect other cyclists the man ("wretch," my wife calls him) who had wantonly mashed my tricycle should be hunted up and reprimanded. I thought that thus some check might be put upon similar misadventures.

With these ideas I made a written complaint of my wrongs to the Philadelphia Express Agent and as a result, received the amount of my bill for repairs and the cost of the bell!

This of course did not restore my machine unbroken, but it forms a precedent, and I want my brothers of the League to know it. I did not ask for nor expect money, and it was a spontaneous offering to the Goddess of Justice, from a great corporation to an humble individual. Good for the Adams Express Company! say I.

Apologies for this jaunt to Washington; it's object was to

GET A LADY'S BICYCLE FOR MY WIFE,

and to have her taught to ride the same. I bought a "Salvo" from Mr. H. S. Owen, and my wife mastered it the first week; the second week she took trips to Cabin Johns, the Great Falls, and other places, and felt in good form for a trip to Dingman's Ferry and thereabout, which we proposed taking immediately upon our return to Philadelphia. This, unfortunately, we were unable to do, but at least I had the satisfaction of introducing these beautiful machines to the Philadelphia Bicycle Club, of which my wife and I are members and to Philadelphia. I hope soon to see the graceful affairs flying about everywhere. My wife's "Salvo," "Ye Jim," weighs forty-four pounds, and is a perfect little beauty, with a finish like a jewel. It is geared to fifty inches, and it "pushes" my "Veloce" up hills when my wife and I are out together.

If the ladies could but realize the superiority of grace, lightness, speed and ease of a woman's bicycle above a tricycle the three wheels would have to go and go at once. A pretty woman in a trig habit, darting along on a bicycle, looks like some graceful bird skimming along the earth. No knee movement, no bending of the shoulders, no walking up hill, no lagging behind the swiftest husband or brother. My wife often says, when we pass a lady on a tricycle, "ah, if that girl only knew."

However, I know I must not write a book about it, even though I am a decided enthusiast upon my subject. L. A. W. 968.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE Gormully & Jeffery Mfg. Co. are the largest manufacturers of leather sundries in the trade. They make four saddles, seven tool bags, besides numerous other articles such as bells, etc.

Mr. J. P. HALL, of Albany, Oregon, has enjoyed a 400-mile trip through Southern Oregon, to Coos Bay and return. He crossed the Coast Range Mountains twice, and travelled 150 miles over a rough mountain trail, over which no bicycle had ever passed. The machine ridden was a Columbia Light Roadster.

R. F. PAINTER, of Greenfield, is a cyclist who carries his 45 years with as great ease as though he were only 25. He lately came to Boston to try our roads and of course he had to visit Corey Hill. After surveying the eminence he came to the conclusion that he would "have a go" at the back part, the part that has not very often been ridden. In the presence of a goodly company he started and succeeded in climbing it, although the surface was in horrible condition. His mount was his ordinary Springfield Roadster.

ONE of the "triggist" children's tricycles is that just put on the market by the Overman Wheel Co. It has tangent spokes, and has an air of beauty and high-tonedness, marvelous when we consider this beautiful little machine can be bought for \$25.

THE bicycle thief is abroad, why not buy one of those locks and chains made by the American Railway Equipment Co., 45 Broadway, New York. They are just the thing to head off the festive and expert cycle thief.

THE *Ironmonger*, a trade journal of high standing, has lately published some very interesting articles on the American cycle trade. The first article was on the productions of Messrs. Gormully & Jeffery, and the last one on the Pope Mfg. Co. The *Cyclist* reproduces both articles.

We had the pleasure of trying one of the new Singer safeties the other day, and we can bear witness to the excellence of its running qualities. We soon mastered the steering so that we could run it without hands. Although the machine was geared up to 57, we found no difficulty at all in driving it up good stiff hills.

THE London *Standard* has an account of the start of ten cycling tourists from the Normal College for the Blind, at Norwood. A four and an eight in hand were used, the steering done by men with perfect eyesight, the rest being stone blind. There is a world of pathos in the mere thought of these poor blind men traveling through scenes of beauty and not able to enjoy same.

THROUGH the courtesy of Mr. Ross, the American manager of the Singer Co., Miss Pauline Hall was given the use of that firm's "latest" in the form of a lady's bicycle. It is the only one in the country at present, though a large invoice has been ordered ready for next season's trade. Miss Hall was unqualified in her praise of this splendid little machine, and was especially pleased with the speed she could get out of it, as well as the great ease in steering.

THE Harvard Bicycle Club has challenged the Technology Club to a team road race, giving them the choice of course, distance and number of men to compete, the race to come off about Nov. 11th. If the Tech should accept an interesting race should result, as both clubs have a number of good men, though Harvard's riders train almost entirely on the track.

A SMALL expenditure in advertising in a judicious selection of newspapers is often contemplated by persons who have not a clear idea as to what publications should be taken or the cost; they consequently find a difficulty in carrying out the plan without having the cost exceed the amount contemplated. Such persons do well to send the copy of the advertisement and a check for the amount of money to be used to Geo. P. Rowell & Co.'s Newspaper Advertising Bureau, 10 Spruce street, New York, and leave the selection of papers and the number of insertions in each to be determined by their experience and judgment. In that way the advertiser gets the best service possible for the money he expends, and the work is promptly done—no time being lost in correspondence.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - - Room 27.
ABBOT BASSETT, Secretary.

MARYLAND has issued a small card folder for the pocket. It contains a list of hotels and rates, and also a list of consuls. This will be convenient for tourists. It is not enough to appoint a hotel and publish it in the BULLETIN. Every consul should be furnished with some such lists as this, that can be handed to tourists. The example of Maryland is a good one to follow.

STATE Divisions have the power to make such rules as they choose for their own government, but these rules must be consistent with the League Constitution. In several States the League Constitution was not carefully studied, and rules have been passed which vary from it in very important particulars. All such rules are null and void, and must be changed.

League Clubs.

No. 210, Chattanooga Cycle Club, Chattanooga Tenn., G. A. Wilkinson, Sec. Treas.

Rhode Island Consul.

L. B. Waldron is appointed Consul at Bristol, Vice Rev. S. H. Day. C. S. DAVOL, C. C.

Ohio Club Representative.

Roy Antibus is elected to represent the Richland Ramblers of Mansfield in the Ohio State Board of Officers. E. J. Gilbert, Sec.

To Virginia Division Members.

In accordance with a request wired by the Chairman of General Committee on Bicycle Races and the Richmond members. The third annual meet will be held Oct. 29th and 30th instead of 22d and 23d.

J. C. CARROL,
Chairman Committee.

Kentucky Consuls.

The following are appointed Local Consuls for Kentucky:
Kinney Lowe, Newport.
H. C. McDougal, Maysville.
H. Redmon, Cynthiana.
A. J. Winters, Paris.
T. H. Tarr, Lexington.
R. E. Turley, Richmond.
J. C. Taylor, Danville.
A. J. Lamb, Louisville.
H. P. Ware, Hopkinsville.
H. W. Sawyer, Frankfort.
Lou P. Fraser, Paducah.
L. B. Ferguson, Louisa.

ED. H. CRONINGER, C. C.

Kansas Division.

The third annual meet was held at Topeka, Oct. 4, 1888, in club rooms of Topeka Wheelmen. Meeting called to order, with Chief Consul W. C. Bradley in the chair. The minutes of the last meeting were read and adopted. Messrs. A. J. Henley as Chairman, E. R. Jewett, H. S. Hall, E. W. Bowles and W. Taylor as the Racing Committee, were elected by ballot.

The following were nominated and the Secretary allowed to cast the ballot, as the Touring Committee:
J. H. Everest, Lyons, 1st—Wakeny District.

O. A. Hughes, Larned, 2d—Larned District.
P. B. Pulsiter, Concordia, 3d—Concordia District.
C. S. Davis, Junction City, 4th—Junction City District.
E. A. Trussell, Leavenworth, 5th—Leavenworth District.

T. W. Metcalf, Olathe, 6th—Topeka District.
Lee Patrick, Ottawa, 7th—Ottawa District.
Harry Lesh, Wichita, 8th—Wichita District.
The Secretary-Treasurer read his report, and on motion was accepted.

A communication from the Ottawa Wheelmen, inviting the Kansas Division to hold its next meet at Ottawa was read. Chief Consul W. C. Bradley placed A. Jos. Henley in the chair while he spoke of the advantages of holding the next meet at Ottawa. On motion, that the Board of Officers be notified that it was the sense of this meeting that the next meet of the Kansas Division be held at Ottawa, was carried unanimously. Mr. W. E. Swift spoke in regard to an ordinance about to pass the City Council of Topeka, prohibiting cyclists from riding over a certain bridge, and to dismount on meeting a faction horse. On motion, and carried, the Secretary was instructed to write to the Rights and Privileges Committee in regard to this, and ask their assistance if necessary. On motion, and carried, the annual dues to be \$1, or same as last year. On motion, and carried, that the Division have an annual tour, and the Touring Committee to work on the same at once.

On motion, and carried, a vote of thanks was tendered to Topeka Wheelmen for their hospitality, use of rooms, etc. Adjourned.

OTTO H. WULFEKUEHLER,
Sec. Treas. Kansas Div. L. A. W.

NOTES. After the meet the Board of Officers had a meeting and decided that the annual meet of Kansas Division for 1889 be held in Ottawa. Time not stated. Kansas Division has now 150 members and \$95.75 in the treasury.

Rhode Island.

The Committees of the Rhode Island Division for the coming year will be as follows:

Finance—Chas. S. Davol, Warren; Nelson H. Gibbs, Providence; Geo. C. Newell, Pawtucket.
Rights and Privileges—Jos. C. Ely, Providence, Chairman; Geo. L. Cooke, Providence; Dr. J. H. Morgan, Westerly.

Touring—Geo. L. Cooke, Providence, Chairman; Chas. H. Howland, Providence; Jas. L. Spiers, Providence.

Rules—O. M. Mitchell, Providence, Chairman; H. L. Dyer, Newport; Arthur Knight, E. Greenwich. The appointment of the Racing Committee will be deferred. Fraternally yours,
CHAS. S. DAVOL, Chief Consul,

New York Division Constitution.

The New York State Division L. A. W. is hereby reorganized under Sect. 2 Article 2 of the Constitution of the League of American Wheelmen, said Constitution being adopted as the Constitution of this Division.

By-Laws.

ARTICLE 1.

Sect. 1. The membership in this Division shall consist of wheelmen resident within the State and eligible under article 3 of the Constitution.

Sect. 2. The annual dues shall be the sum of one dollar and fifty cents (\$1.50) per member payable to the Secretary of the League on or before the first day of May in each year.

Sect. 3. The officers of the Division shall be Chief Consul, a Vice Consul, a Secretary-Treasurer and Representatives as provided for in article 4, section 2 of the Constitution.

Sect. 4. The above officers shall hold offices for the term of one year, or until their successors are chosen, and shall constitute the Board of Officers of the New York State Division of whom eleven personally present shall constitute a quorum for the transaction of business.

ARTICLE 2.

Sect. 1. Two meetings of the Board of Officers shall be held in each year, the annual meeting in the month of September, and the semi-annual meeting in the month of February, the time and place for holding said meetings to be selected by the Executive Committee, thirty days notice thereof to be given through the official organ.

Sect. 2. Special meetings may be called by the Executive Committee. Upon the written request of not less than fifteen members from at least three election districts, the Chief Consul, shall call special meetings.

Sect. 3. There shall be an annual meeting of the Division in the month of September at the time and place for holding the annual meeting of the Board of Officers; notice of said meeting to be given through the official organ at least thirty days prior thereto.

Sect. 4. At regular meetings of the Board of Officers the order of business shall be as follows:

1. Calling Roll. Reading minutes of the last meeting.
2. Report of the Chief Consul.
3. Report of the Secretary-Treasurer.
4. Report of Standing and Special Committees.

5. Communications from the National Assembly.
6. Election of Delegates to the National Assembly.
7. Unfinished, new and miscellaneous business.
8. Adjournment.

Sect. 5. At special meetings of the Board, no business shall be transacted except the such as is specified on the call.

Sect. 6. At meetings of the Division, business of general interest to the organization may be transacted.

ARTICLE 3.

Sect. 1. It shall be the duty of the Chief Consul to preside at all meetings of the Board of Officers and of the Division; appoint all committees not otherwise specially provided for; fill all vacancies, caused by death, resignation or removal in the Board or its committees, except in the case of Representatives from League Clubs (such vacancies shall be filled by an election in the club where the vacancy exists) shall appoint Consuls and League Hotels, as in his judgment shall be for the interest of the Division, and wheeling generally; shall report to the Board of Officers at its annual and semi-annual meetings, fully all the work done by him, together with such suggestions and recommendations for the future, as he may deem of interest to the Division. He shall be allowed such sums annually for the expense of his office, as shall be fixed by the Board of Officers at its annual meeting.

Sect. 2. In the absence of the Chief Consul, the Vice Consul shall preside at all meetings and perform all duties appertaining to the office of Chief Consul, and in the event of the Chief Consul's death, removal or resignation, shall succeed to his office until the next ensuing annual election.

Sect. 3. The Secretary-Treasurer shall, at all times, have a complete alphabetical and geographical roll of the Division Membership, arranged in Districts as hereinafter specified; he shall record the proceedings at all meetings of the Board and the Division, shall receive and disburse all monies; and shall receive and in the presence of the Committee on Rights and Privileges open and canvass all the mail votes and certify the result thereof to the Chief Consul within five days thereafter and shall cause the same to be published in the official organ, and generally perform such duties as appertain to his office. A bond shall be required in the sum of three thousand dollars (\$3000.00) for the faithful performance of his duties, and he shall pay out no monies except upon the order of the Executive Committee. He shall be allowed such sums annually for the expenses of his office as shall be fixed by the Board of Officers at its annual meeting.

Sect. 4. It shall be the duty of Representatives to attend punctually all meetings of the Board of Officers, and of the Division; ascertain and promote the interest of the Division in the districts they represent, and assist the Chief Consul in carrying on the work of the organization in such ways as he may direct.

ARTICLE 4.

Sect. 1. Any wheeling club in this State which shall have in its By-Laws a provision requiring every active member to be a member of the Division, the annual dues being paid by the club, shall be a League Club, and entitled to all the privileges accorded League Clubs under the Constitution.

Sect. 2. Any League Club failing to renew its membership on or by the first day of July in each year, shall cease to be a League Club and its Representatives in this Board shall thereupon cease and determine.

Sect. 3. Representatives from League Clubs ceasing to be members of the clubs from which they were elected, shall thereupon cease to be officers in this Board.

ARTICLE 5.

Sect. 1. For the purpose of electing general Representatives, the Division shall be divided into districts as follows:

First District—New York, Richmond and Westchester Counties.

Second District—Kings, Queens and Suffolk Counties.

Third District—Columbia, Greene, Rensselaer, Albany, Saratoga, Washington, Warren, Hamilton, Essex, Franklin and Clinton Counties.

Fourth District—Wayne, Oswego, Cayuga, Jefferson, St. Lawrence, Lewis, Herkimer, Oneida, Madison, Onondaga, Seneca, Yates, Ontario, Steuben and Schuyler Counties.

Fifth District—Chemung, Broome, Chenango, Otsego, Delaware, Sullivan, Ulster, Dutchess, Orange, Putnam and Rockland Counties.

Sixth District—Niagara, Orleans, Genesee, Wyoming, Erie, Livingston, Cattaraugus, Chautauque and Monroe Counties.

Sect. 2. Each district shall be entitled to one Representative for each one hundred members of the Division residing therein, on the first day of July in each year.

Sect. 3. At its semi-annual meeting the Board shall appoint a committee of three, whose duty shall be to nominate suitable candidates for Chief Consul, Vice Consul and Secretary-Treasurer, and to report the same to the Secretary-Treasurer on or before the first day of June; the Secretary-Treasurer shall cause the same to be published in the Official Organ on or before the first day of July.

Sect. 4. On or before the first day of June, in each year the Chief Consul shall appoint a committee of

three in each election district, whose duty shall be to recommend suitable nominations for general Representatives from their respective districts: such nominations to be sent to the Secretary-Treasurer of the Division on or before the first day of July. In event of the failure on the part of these committees to perform this duty, the Chief Consul and Secretary-Treasurer shall nominate. All nominations to be published in the Official Organ, on or before July 1st.

Sect. 5. The Secretary-Treasurer shall prepare and distribute to the Division on or before the 20th day of July, a blank ballot containing the names of the officers to be filled and the number of General Representatives to which the district is entitled.

Sect. 6. All ballots shall be signed by the member voting and returned to the Secretary-Treasurer of the Division, on or before the 15th of August.

ARTICLE 6.

Sect. 1. There shall be the following standing committees consisting of three members each:

1. Executive and Finance, to consist of the Chief Consul, Vice Consul and one member to be elected by the Board from the Division membership.
2. Rights and Privileges.
3. Rules and Regulations.
4. Improvement in the Highways.

Sect. 2. Chairmen of the Standing Committees if not members of the Board when chosen shall be members of that body during term of office.

Sect. 3. The Executive Committee shall have power to expend such sum as may be necessary in the management and conduct of the affairs of the Division but no unusual or extraordinary expense or obligation shall be incurred without the consent of the Board of Officers.

Sect. 4. The duties of the Standing Committees shall be as defined in the By-Laws of the National Association.

ARTICLE 7.

Sect. 1. Any officer of the Division may be removed from office for malfeasance or dereliction of duty, by a two thirds vote of the members present at any meeting of the Board of Officers, provided that written notice of charges shall have been served on him at least fifteen days prior thereto and that he be given an opportunity to be heard. All charges shall be preferred to the Executive Committee which may suspend the Officer so charged pending the investigation.

ARTICLE 8.

Sect. 1. These By-Laws may be amended by the Board of Officers at any regular meeting by a two thirds vote of the members present, provided that two weeks notice of such amendments shall have been given through the Official Organ.

CHARLES H. LUSCOMB,
KNIGHT L. CLAPP,
DR. C. S. BUTLER,
Committee Rules and Regulations,
New York State Division, L. A. W.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 162—Total 66—11,700

BOSTON, Oct. 26, 1888.

CONNECTICUT DIVISION—2—470.

Unattached.

20943 Wilson, James Price, 123 Park st., New Haven

20944 Sherwood, F. P., L. Box 202, Southport

ILLINOIS DIVISION—4—734.

Champaign Cycling Club.

20922 Nicolet, A. J., Champaign

Ft. Dearborn Cyclers.

20921 Kean, Fern A., 61 Ellen st., Chicago

Illinois C. C.

20962 Krause, H. C., 107 Leavitt st., Chicago

Unattached.

20935 Wagner, A. H., 209 Mound st., Joliet

IOWA DIVISION—3—170

Dubuque Wheelmen.

20900 Cain, Addison, Dubuque

20901 Farwell, F. O., 28 So. Bluff st., "

20902 Goan, Walter, 609 Main st., "

KANSAS DIVISION—1—152.

Unattached.

20934 Scheel, W. A., Emporia

KENTUCKY DIVISION—1—80.

Kenton Bi. Club.

20945 Schuitker, A. E., 9th and Madison ave., Covington

MARYLAND DIVISION—4—460.

Centaur Cycle Club.

20943 Southcomb, W. F., Holliday and Baltimore sts., Baltimore

Crisfield Cycle Club.

20924 Gibson, Oliver P., Crisfield

Unattached.

20939 New, William W., 1620 Druid Hill ave., Baltimore

20925 Ran, William, Eastern ave. and Third st., Highlandtown

MASSACHUSETTS DIVISION—5—1222.

Medford Cycle Club.

20903 Barker, W. S. Jr., care Russ, Cobb & Co. Boston

20904 Copeland, Ernest L., 75 High st., "

20905 Newcomb, Geo. E., 12 West st., "

20906 Preston, John M., Box 1864, "

Unattached.

20946 Barrows, Edward D., Box 92, Fayville

MICHIGAN DIVISION—2—351.

Hillsdale Bi. Club.

20925 Porlier, Robert S., Sutton Block, Hillsdale

20927 Smith, Chas. W., "

MISSOURI DIVISION—5—348.

Oregon Bi. Club.

20935 Zachman, John N., Oregon

Unattached.

20947 Morse, W. C., De Soto

20940 Brown, W. H. S., 608 Market st., St. Louis

20948 Harman, Harry, 2037 Lucas ave., "

20941 Lingenbrink, H., 2028 Morgan st., "

NEW HAMPSHIRE DIVISION—1—103.

Nashua Cycle Club.

20897 Parkhurst, Almon H., 27 Amherst st., Nashua

NEW JERSEY DIVISION—5—730.

Trenton Wheelmen.

20928 Chapman, E. H., Empire Rubber Co., Trenton

20929 Cook, Edw. D., Trenton Oil Cloth Co., "

20930 Montgomery, N. R., Trenton House, "

Unattached.

20949 Foster, A. W., P. O. Box 133, Cape May City

20936 Winterburn, John A., Box 114, Edgewater

NEW YORK DIVISION—4—2422.

N. Y. Bi. Club.

20937 Kemp, Wm. H., 175 Hudson st., New York

Unattached.

20898 Agens, Ernest A., Lowville

20942 Brown, Samuel C., 42 East 57th st., New York

20950 Cornelius, C. M., 361 Madison ave., "

OHIO DIVISION—9—928.

Lima Wheel Club.

20952 Agerter, F. B., Lima

20931 Johnston, M. L., "

20932 Ritchie, Walter J., "

20933 Sterrett, R. W., "

Richland Ramblers.

20953 Bristor, F. T., Mansfield

20954 Marquis, F. H., "

20955 Tischler, J. J., "

Unattached.

20951 Gornly, J. C., Bucyrus

20956 Odell, H. B., Plimpton

PENNSYLVANIA DIVISION—1—1452.

Unattached.

20899 Weidenhamer, H. G., Watsonstown

RHODE ISLAND DIVISION—3—255.

Pawtucket Wheelmen.

20958 Bradford, Edw. F., 126 Fountain st., Providence

R. I. Wheelmen.

20959 Webb, Adelaide E., 13 Seckell st., "

Unattached.

20957 Ballou, Leslie B., 15 Cottage st., "

TENNESSEE DIVISION—14—75.

Chattanooga Cycle Club.

20907 Brawner, P. A. Jr., Chattanooga

20908 Calkins, H. B., care Pickens and Thayer "

20909 De Golia, Dr. W. S., "

20910 Ewing, Orrville, 7th and Market, "

20911 Hamlin, C. E., Montague Block, "

20912 Harter, W. O., 24 W. Ninth st., "

20913 Lockhart, A. P., care Alex Ayer, "

New York World.

MONDAY, OCT. 22, 1888.

Up Eagle Rock Hill on a Bicycle.

One of the most astonishing feats ever yet accomplished on a bicycle was performed by Mr. John Schoefer, of the Brooklyn Bicycle Club. He rode an ordinary crank machine from foot to top of Eagle Rock Hill, near Orange, N. J. The hill is over a mile in length and has a continuous grade of about one foot in ten. Its surface is of macadam. Other bicyclists have succeeded in climbing the hill on "safties," but Mr. Schoefer is the first to succeed in the attempt on an ordinary bicycle. A very strong wind blowing directly down the hill made fast time impossible.

Mr. Schoefer's mount was an ordinary fifty-one inch Columbia Light Roadster, with a racing saddle placed very near the head.

THE

BICYCLING WORLD

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